

THE COMMERCIAL MOTOR

FRIDAY, FEBRUARY 19, 1960
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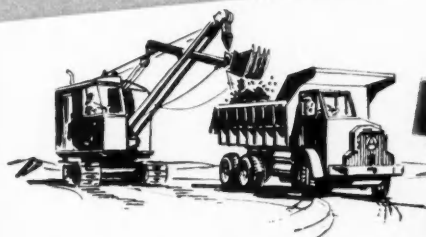
TECHNOLOGY
DEPARTMENT

See

ATKINSON Knights OFF the Road Vehicles for the World's Tougher Jobs!



A fleet of 4 wheel Dumpers for use in Saudi Arabia. Particular vehicles are equipped with all-steel bodies 16-cu-yards capacity and powered by 158 h.p. diesel unit. Right or left-hand control can be fitted according to requirements.



All Atkinson dumpers are constructed to the most exacting requirements to meet the needs of the individual operator. This model being of the six wheel type with body capacity of 10/12-cubic-yards.



To their already well-known range Atkinson add these specialised vehicles for the really tough jobs. In accord with the theme of "Rangeability" they are available with a wide choice of ancillary equipment to suit the individual operator.

ATKINSON VEHICLES LTD., WINERY LANE, WALTON-LE-DALE, Nr. PRESTON, LANCs.

Telephone: PRESTON 84284-5-6-7 Telegrams: "WAGONS PRESTON"

London Sales and Service: Nightingale Engineering Co. Ltd., Western Lane, Nightingale Lane, London, S.W.11

melting snow and sleet Capasco takes care of the braking



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CLUTCH moulded
linings &
facings



Fully proved in service, the Rootes diesel engine—a high-speed direct-injection two-stroke of unsurpassed economy—develops 105 b.h.p. It has an outstanding power/weight ratio and develops excellent torque at low speeds.

Discerning Welsh operators recognise quality!

TEN 7 ton tippers powered by the phenomenal Rootes Diesel engine are among the many Commer vehicles successfully operated by H. G. Bryer & Sons of Dryslwyn, Carmarthenshire. In an appreciative letter they say, "All these vehicles operate under difficult conditions. Two have each covered over 200,000 miles and three others 100,000 miles each, at an entirely satisfactory average fuel consumption figure of 17½ m.p.g., and, other than our customary maintenance, no major overhauls have been carried out." You, too, will be well satisfied with Commer!

COMMER 7 TON TIPPER with Rootes Diesel engine



Here shown are some of the diesel-engined Commer 7 ton tippers operated by H. G. Bryer & Sons.

A ROOTES PRODUCT—BUILT STRONGER TO LAST LONGER!

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EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1

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HEAVY DUTY—Only TOP braking performance is good enough today. Lockheed research has produced this new fluid to give such performance to every vehicle fitted with their brakes. Prolongs the life of the hydraulic system, as well.

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MIXES EFFICIENTLY The new fluid mixes efficiently with all previous Lockheed grades. The mixture meets the specifications of the fluid already in the system.

Conforms to S.A.E. Heavy Duty Standard



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where stopping starts

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- One-p
- 18" w
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REFRIGERATED VEHICLES



- Leyland "Comet" Chassis.
- Body built throughout in Homalloy Light Alloy section and plate.
- 5" thick all-round insulation on walls and roof.
- One-piece waterproof floor, over 7" insulation.
- 18" wide roller conveyor runs full length of body.
- Overall dimensions 19' 10" x 7' 6" x 10' 9 1/2" high.

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Patent Nos. 671867, 717701, 907220. Regd. Design No. 965978

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provides complete discharge

The "Bulker" Transporter is a high tensile Light Alloy Container for bulk transportation of cement, flour, other dry powders, wheat, animal foodstuffs, etc., providing rapid and complete high level discharge using low pressure air.

It can be mounted on rigid chassis, trailers or semi-trailers.

"Bulker" Transporters can also be supplied which are quickly removable, enabling the chassis to carry alternatively:—

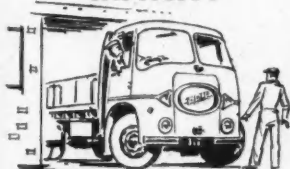
1. Bulker Transporter.
2. Flat platform.
3. Tipping body.

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RUNNING COSTS that make pleasant reading of balance sheets.

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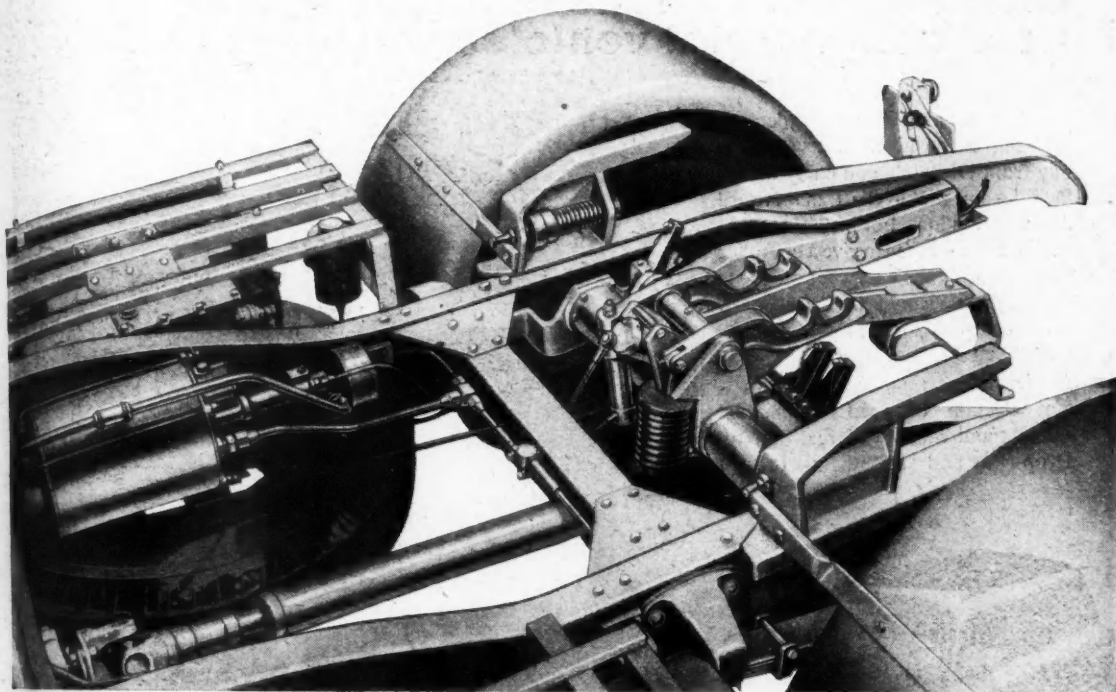
A Free Conversion on one of your vehicles will prove to you that you can get more m.p.g. for whatever type of car, van or lorry you use. Get in touch with RED_EX (Dept. CO), 365, Chiswick High Road, London, W.4. Tel: Chiswick 6844 and ask about the RED_EX Free Conversion Plan. Your first step to real economic fleet operating.

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SAFER coupling and uncoupling because the "Interchangeable" semi-trailer undergear has non-collapsible legs.

SAFER braking because the Mk. IV "Interchangeable" coupling incorporates the latest advances in semi-trailer braking equipment, including—

SAFER independent hand control of the semi-trailer power brakes along with other improvements on well-established features including hydraulically controlled dual coupling hooks.

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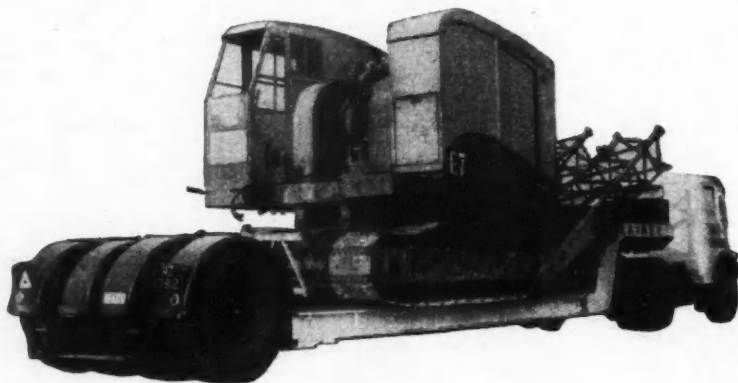
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FOR SPEEDY SERVICE AND DELIVERY



BRAKE & CLUTCH LININGS

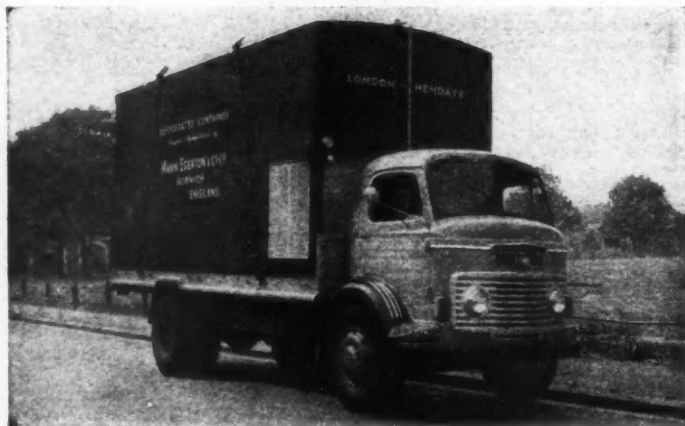
39 service and delivery depots throughout the country ensure the speediest possible supply of brake and clutch linings to the Motor Trader and fleet operator. Silencers, fan belts, batteries and shock absorbers are among the many other items you can always get in a hurry. This map shows the whereabouts of your nearest depot, or you can write to the Head Office below for details of the Telamite Service.

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Mann Egerton insulated and refrigerated containers give the haulage contractor an extremely efficient means of providing Low Temperature Transport, without high capital outlay on a vehicle that may not always be in service. The standard container is available in insulated or refrigerated form. The semi-trailer can be built on any make of straight frame chassis or semi-trailer.

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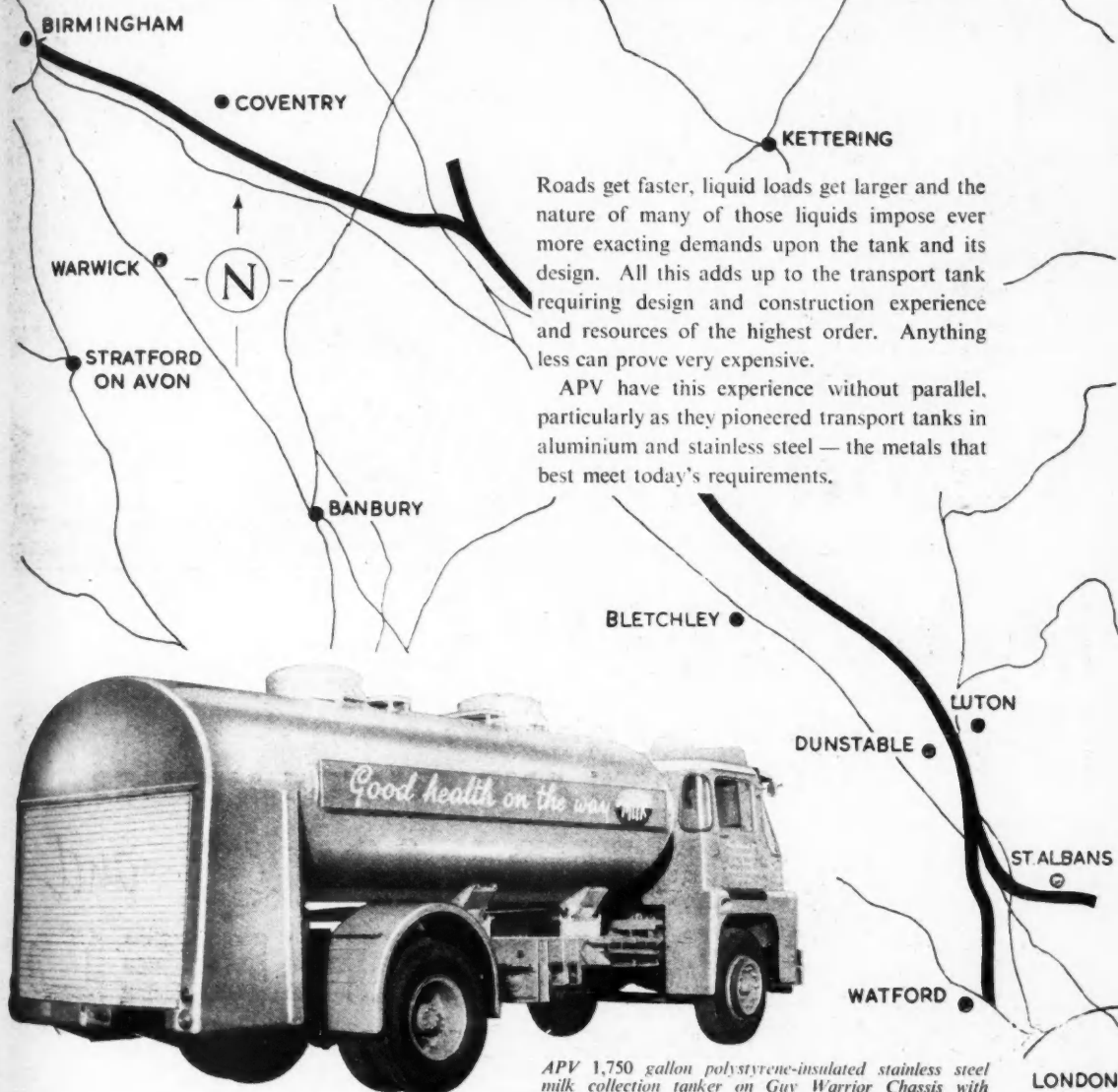
Mann Egerton insulated and refrigerated vehicles and containers are made in capacities from 7 cwt. to 10 tons and their thermal efficiency is guaranteed.

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MODERN ROADS DEMAND MODERN TANKS



Roads get faster, liquid loads get larger and the nature of many of those liquids impose ever more exacting demands upon the tank and its design. All this adds up to the transport tank requiring design and construction experience and resources of the highest order. Anything less can prove very expensive.

APV have this experience without parallel, particularly as they pioneered transport tanks in aluminium and stainless steel — the metals that best meet today's requirements.

APV 1,750 gallon polystyrene-insulated stainless steel milk collection tanker on Guy Warrior Chassis with resilient blocks and aluminium mountings.

APV build aluminium and stainless steel tanks - to last

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B13

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One of the largest of its type in the world, the tanker rides smoothly and easily on CRANE patent trailing-arm suspension. Effortless articulation through 180° is achieved with the unique CRANE ball-bearing turn-table/fifthwheel, which was specially designed to take through its centre, the main suction pipe carrying fuel from the all welded aluminium tank to the pumping compartment.

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In XB (EN 59) MATERIAL (TRANCO METAL No.5)

This is a high grade steel with excellent resistance to high temperature scaling and corrosion.

It was specially developed because Silchrome 1 Exhaust Valves were constantly failing in service due to premature burning.

With SPECIAL ARMoured SEAT (TRANCO SAS)

This valve is one of the latest developments and ensures even greater reliability.

The seat area is protected by a high nickel chrome alloy giving exceptional resistance to hot corrosion and scaling.

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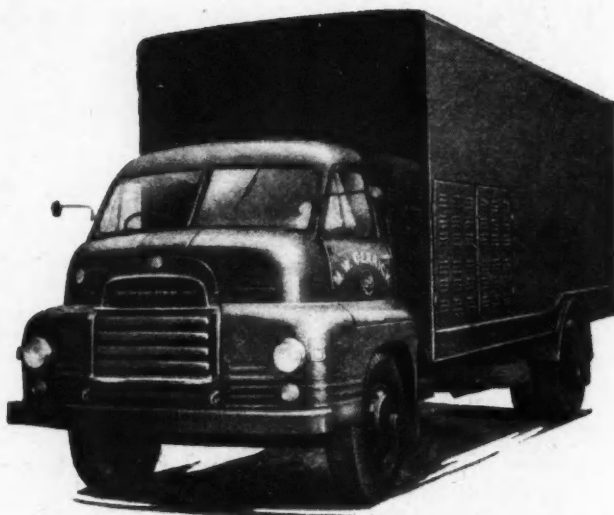
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- COMPLETELY
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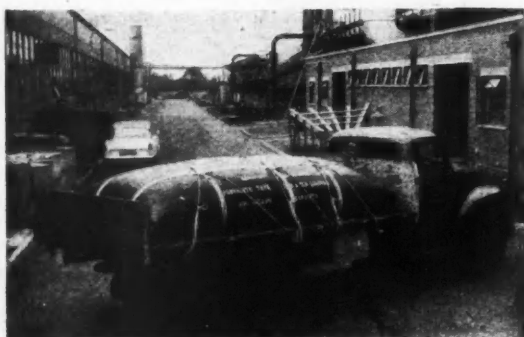
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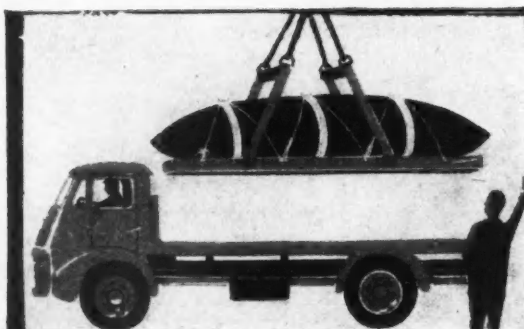
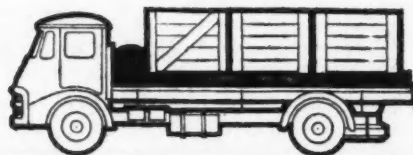
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Believe it or not!

This is a 'Portolite' Road Tanker

It looks like an ordinary lorry—it is an ordinary lorry. But believe it or not, this vehicle is about to deliver 750 gallons of oil. How's it done? With a 'Portolite' flexible tank. When the load's been discharged the tank rolls up into a small bundle, allowing full load space for other cargo on the return journey. For those who want to lift a full tank a specially designed pallet is available.



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MARSTON EXCELSIOR LTD.
(A subsidiary company of Imperial Chemical Industries Ltd.)
Fordhouses, Wolverhampton.

MAX. 90

12 TON

STRAIGHTS

"OFF THE PEG"!



Taskers

can give immediate delivery of 12-ton Straight Frames—fitted with the now famous DOUBLE-SAFETY COUPLING.

At attractive prices! This is something worth your quick investigation. A heavy-duty, high-capacity trailer; designed for long, economical service. Ready equipped with the unique TASKERS Automatic Coupling, which can be used with prime movers already fitted with other types of automatic gear. Or the appropriate TASKERS prime mover portion can also be supplied.

D-S

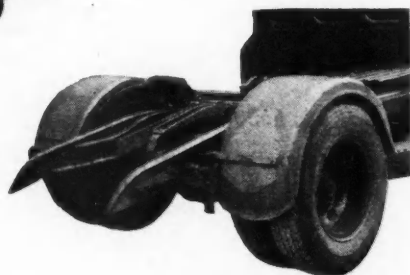
DOUBLE SAFETY

Automatic COUPLING



SAFE AND CERTAIN

TASKERS D/S auto-coupling incorporates two positive safety locks to make collapse impossible. Prime movers fitted with this TASKERS coupling can also be used with semis equipped with other types of automatic gear.

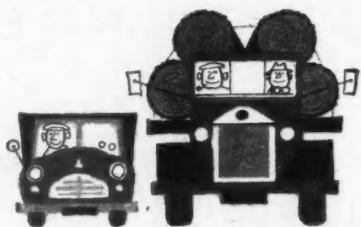


THE 12-TON STRAIGHTS (illustrated above) have a 24ft. long x 7ft.2in. body, with 1ft. 6in. headboard. Sides and Tailboard can also be provided. The main frame is constructed of 7in. x 3in. rolled steel longitudinals braced with 3in. x 2in. x 1½in. steel angle. Springs are of Silico manganese steel, oil hardened and tempered. Girling brakes, 15½in. dia. x 6in. wide, with drums mounted on the outside of hubs permitting their removal for inspection without removing the hubs.

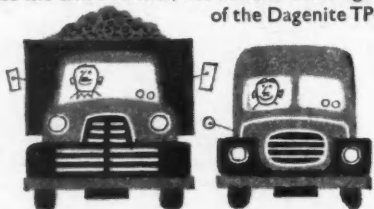
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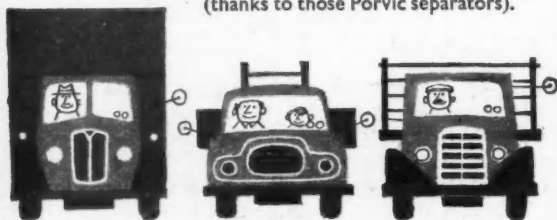
TASKERS OF ANDOVER (1932) LTD. · ANDOVER · HANTS · TEL.: ANDOVER 2312



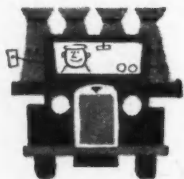
Some of us pound along in mammoth 8-wheelers: others nip about in a pint-size pick-up. But we all appreciate the extra virtues, the cut-and-come-again qualities of the Dagenite TPG range.



We like its toughness... we like its light weight... we like its space-saving compactness... we like its long life (thanks to those Porvic separators).

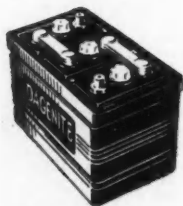


We all value the way Dagenite TPG batteries do a big, big job—we like the way they hack a good, thick slice off our running costs.



SO WE ALL CHOOSE

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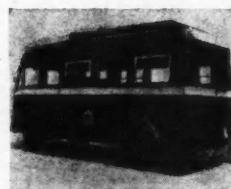
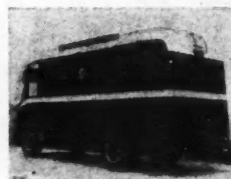
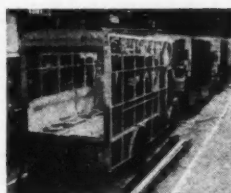


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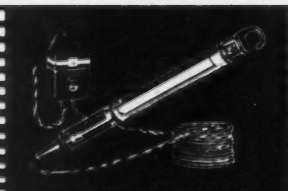
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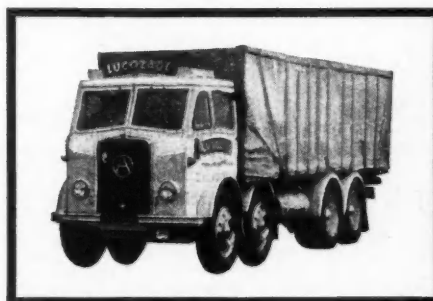
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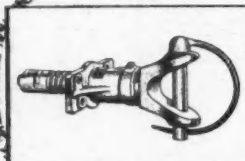
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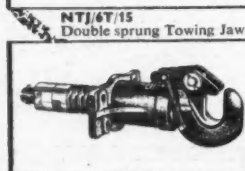
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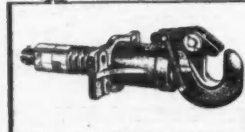
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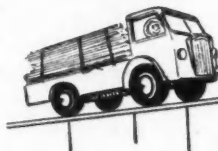
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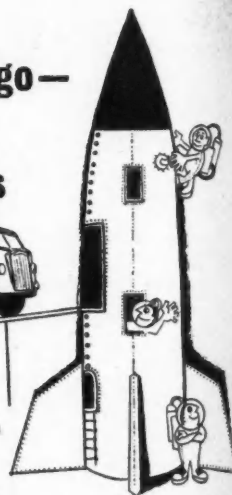
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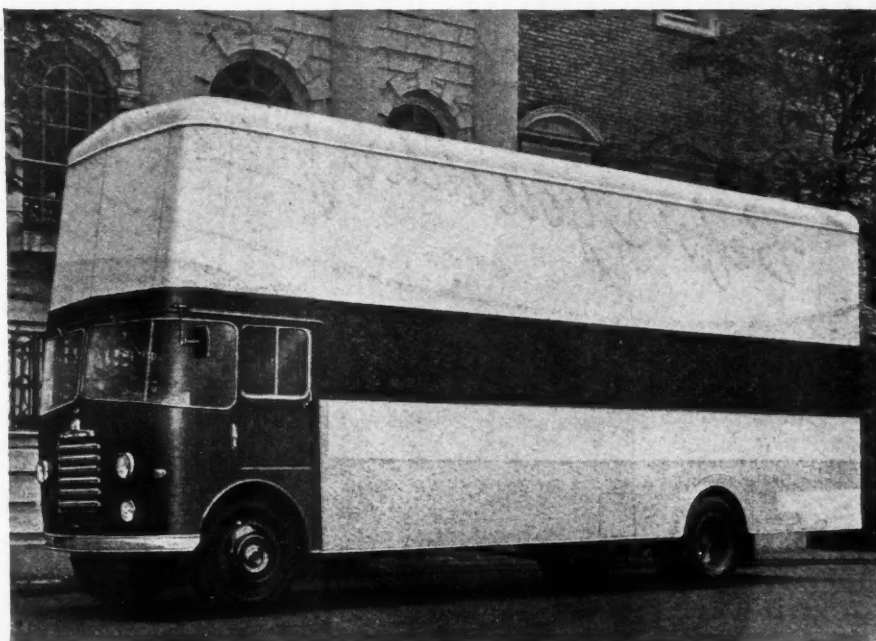
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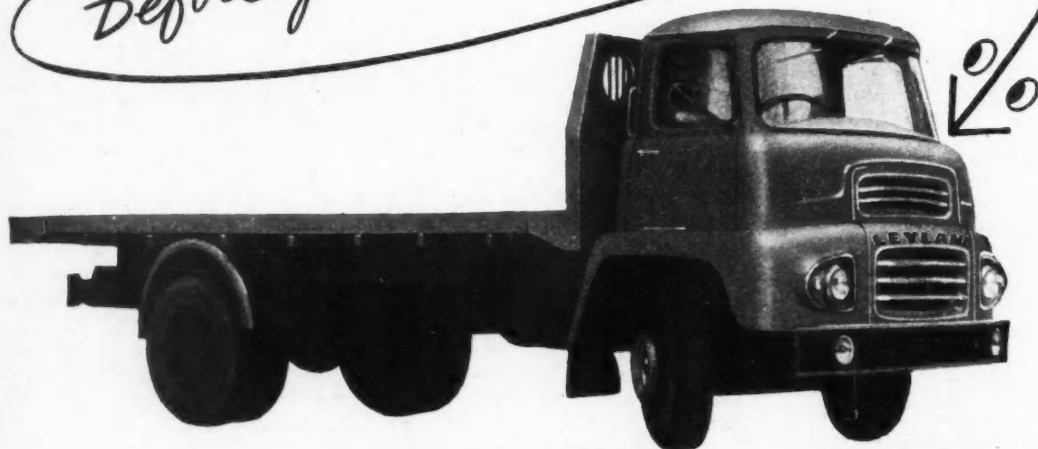
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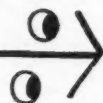


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Gambling with Traffic

THE threatened strike by 355,000 members of the National Union of Railwaymen, averted at the eleventh hour by Government intervention, emphasizes that, without the support of the workers, the technical re-equipment of the railways is a sheer waste of the £2,000m. of public funds invested in their modernization. It also demonstrates that a small section of the community can safely overthrow a solemn agreement concluded with two other trade unions and with management and profit by its defection. Successive governments have quailed before the wrath of railwaymen, who by now must be convinced that a warlike display will bring them whatever they want, regardless of the cost to the British Transport Commission, to trade and industry and the travelling public.

Throughout the period of pressure, the attitude adopted by Sir Brian Robertson, chairman of the Commission, was unexceptionable. Backed by the two other railway unions, he stood four square by the agreement to await the publication of the Guillebaud report. No other constitutional course was open to him. In the event, responsibility for averting the strike was removed from his shoulders by the Government, who committed him to find another £19m. a year in wages. The position of the railways, already heavily in deficit, thus becomes much worse.

Further Aid for the Railways

A hopelessly unprofitable railway system spells danger for the road transport industry. The Government are conducting an inquiry into the organization of the Commission, and the relationship between road and rail will be an important consideration. Although the Conservatives are pledged to support free enterprise, they may feel obliged, to protect the public purse, to give further aid to the railways, perhaps by way of a subsidy or the reorganization of the Commission's capital structure. Whatever form assistance took, it could not fail to be to the detriment of road transport by giving the railways an unnatural advantage.

It would be foolish to divest the Commission of remunerative sidelines, such as hotels, but it is clear that the railway system must be drastically pruned. The railways must concentrate on bulk long-distance traffic and on the mass movement of urban populations, which they are best adapted to handle. All the dead wood, including many of the staff, must go. With a streamlined organization it should be possible to pay reasonable wages and improve the morale of staff, without which any effort to raise technical efficiency will be fruitless.

Monotonously recurring threats of strikes on the railways must be prevented by removing the cause of dissatisfaction. This is a matter in which the road transport industry has a direct interest. The railway strike of 1955 created new C-licence fleets and expanded others. It encouraged the growth of personal passenger transport. Hauliers stand with British Road Services, coach and bus operators and the railways in the fight by professional providers of transport to maintain and expand their traffic, and to stem the rising tide of C-licence vehicles, private cars and other personal vehicles.

Trade continues to improve and a modern, efficient railway system, like road transport, should be able to share in rising industrial prosperity. Statistics published last Friday by the Federation of British Industries show that capital investment in industry over the next year will increase, and optimism about the general business situation is pronounced. More concerns are working to capacity. Clearly, a great volume of traffic is available, but unless good, cheap, uninterrupted service is guaranteed by professional carriers, it will go by C-licence vehicle.

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Sweeping Allegations

THERE seems to be a tendency for advocates appearing on behalf of the British Transport Commission to accuse haulier applicants for licences or variations of trying to mislead the Licensing Authority. They have done so on at least two occasions in recent months before the Transport Tribunal. It is a serious charge, and one not to be made lightly or as a forensic flourish. Anyone who makes a fraudulent statement to procure a licence may be punished by the courts under the Road and Rail Traffic Act, 1933. In addition, if he makes a false statement or expresses an intention which he fails to carry out, he may have his licence suspended or revoked under the Transport Act, 1953.

The severe punitive action recently taken against offenders in several cases of this kind emphasizes their seriousness. As proceedings before Licensing Authorities and Traffic Commissioners are not privileged in the sense of those before courts of law, it behoves advocates to be particularly careful in their allegations.

In addition, customer witnesses, who are probably putting themselves to inconvenience by attending court, might sometimes be handled with greater tact. If they are ferociously cross-examined they may well refuse to support applicants in the future. Even today, the customer is very often right.

Bird's Eye View

The Bride Wore Clutch Cable

ONE of Britain's foremost road transport engineers who, to my knowledge, has never been defeated by any problem, no matter how obscure, was completely baffled by his daughter's crinoline wedding dress. After the normal methods of making the skirt stand out in the approved fashion had failed, he applied an engineer's ingenuity to the matter. Fifteen lengths of motorcycle clutch cable did the trick.

Poor But Generous

ALTHOUGH they run more unremunerative services than almost any other bus company in the country, the Lincolnshire Road Car Co., Ltd., have generously given a 35-seat oil-engined bus to the Rev. A. C. Smith to help him in his work in 15 parishes in the Tennyson country around South Ormsby. The vehicle needed six new tyres, four of which have already been given by a tyre concern. The other two may soon be provided by another well-wisher.

The rector himself drives the bus, which replaces a petrol-engined 29-seater that has been ferrying his parishioners for some time.

Leading Light

THERE is a picture, beloved of local newspaper editors, which shows a long-serving official trying to look variously embarrassed, surprised and delighted as he receives from his colleagues a "small token of their esteem" in the shape of an aneroid barometer or an eight-day chiming clock. In reality he is none of these things, because (a) he already has an aneroid barometer, (b) his rheumatism is a far more accurate meteorological guide or (c) he would much rather have had the money.

It is refreshing, therefore, to record

B28

Men Who Make Transport—21

THE managing director of Dodge Brothers (Britain), Ltd., is one of those rare and delightful Americans who genuinely think highly of Britain and Britons. He is thus much to be welcomed in our midst. He goes so far as to say that, as a nation, we are as dynamic and forward-thinking in our manufacturing and selling methods as anyone in the world. What is more, he believes that, even if we have a desperate traffic problem on our hands in London, the traffic moves just as fast—or slowly—as in any other metropolis. He doesn't mind our hotels, he doesn't object to our weather and he entirely approves of the manner in which we bring up our children.

He succeeded Bill Wallace on his retirement as managing director at Kew, in January, 1959, at the age of 44. He brought with him an unusually wide knowledge of industry, and not only of the automotive branch of it. Although the theory may not be welcomed in this country, in America, a young man is encouraged to widen his experience in as many fields as he has time to investigate, before settling down in a particular calling.

Wendell Snow Clough was born in 1914 at Barre, Vermont, by all accounts a pretty bleak part of the continent, where a man may play golf only between May and October. For the rest of the year, the course is apt to be deep in snow. From the age of 12 young Clough played a lot of golf and if he had the time he would like to play

Wendell Snow

a lot more of it. He is of Scottish descent, a fact that is fewer than

He was an architect for a year in an American city was one of the designers of the design Co., in the study of methods.

John D. director of absorbed

When the Navy Japanese home, still commercial design con Ward, the deal about an engine and air-co

By The

High Hono

SIX floors up, the South-eastern drivers, represented behaviour on the bronze and silver safe-driving records certainly were still there, from the at City Road, London's largest more enthralled Niagara.

At length, the picture of dozens of the divisional (sleepiest) of all his bed—whence 38-year silver ba

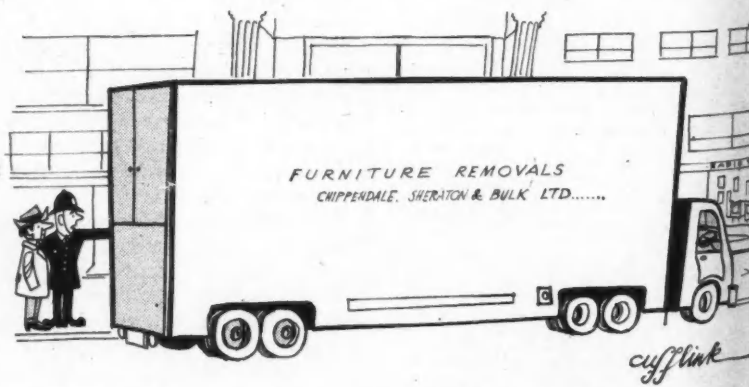
From M.P.

ERNEST DAVIES of a new month to be published to the contribution and methods of the event of the magnificent examination. He is to be an advisory board. the Royal Automobile Campaign Council University, Mr. and B.P., Ltd., and the Black, managing of the National Sir William Hol

the genuine and justifiable delight expressed by Mr. Eric Taylor, chairman of the East London Sub-area of the Road Haulage Association, last week, when imaginative colleagues presented him with a superb pair of George III silver candlesticks (circa 1769) by William Cripps, London. The presentation marked Mr. Taylor's 26th anniversary of service to the R.H.A. And, in case the candlesticks should not shed enough light on his work, he also received an illuminated scroll.

Lesson in Oils

MR. A. S. BISHOP, former chairman of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., was another recipient of a less common gift. He has taken into retirement at Eastbourne an oil painting by Adolph Grison, "The Music Lesson," presented by his colleagues. He is an admirer of Grison's work and chose the picture. Apart from his cultural interests, he retains his enthusiasm for cricket and football.



"Castle Street? Yes, sir... down to the end of this van, then turn left."

Wendell Snow Clough

(Britain), Americans ritions. He es so far as forward- ds as any- at, even if hands in wly—as in hotels, he y approves en.

as manag- age of 44. owledge of anch of it. is country, widen his investigate,

at Barre, of the con- n May and s apt to be gh played a like to play

a lot more now. Barre is a place where half the population is of Scottish extraction, which possibly accounts for the fact that this township of 10,000 hardy souls boasts no fewer than three golf links.

He went to Yale University, where he graduated in architecture. Then he came to Europe and worked for a year in an architect's office in Vienna, until that delightful city was occupied by Hitler's troops in 1938. Back home in the summer of that year, he broke away altogether from the design of houses and joined Libbey-Owens-Ford Glass Co., in Toledo, Ohio. Here, for five years, he made a study of product design, merchandising and business methods. Finally, he became assistant to the president, John D. Biggers, who, incidentally, had been managing director of Dodge Brothers before the company was absorbed by Chrysler.

When the United States went to war, Mr. Clough joined the Navy and was busy until 1946 coping with the Japanese in the Pacific. After that interlude he returned home, still imbued with the ambition to add to his commercial experience. He went first to a firm of product-design consultants; two years later, he joined Montgomery Ward, the mail-order company, where he learned a great deal about mass selling. Then he did a five-year stand with an engineering concern specializing in heating, ventilating and air-conditioning, studying their marketing methods.



Mr. Wendell S. Clough, an American who is welcomed wherever he goes in Britain.

By The Hawk

High Honours

SIX floors up, in the new air-conditioned castle which houses the South-eastern Division of British Road Services, 44 drivers, representing more than 1,000 years of blameless behaviour on the roads, last week waited to receive their bronze and silver bars. If they appeared unimpressed by the safe-driving records they had achieved, these hardy annuals certainly were struck by the "view from the bridge." For up there, from the unfamiliar vantage point of the staff canteen at City Road, E.C.1, they could peer down upon one of London's largest transport depots. They could not have been more enthralled had they been standing on the brink of Niagara.

At length, they were persuaded away from the panoramic picture of dozens of toy vehicles, to receive their awards from the divisional manager, Mr. A. J. Wright. Proudest (and sleepest) of all was 65-year-old George Choat, roused from his bed—whence he had retired after night duty—to receive a 38-year silver bar.

From M.P. to Editor

LABOUR'S former principal spokesman on transport, Mr. Ernest Davies, is back in the news. He has become editor of a new monthly journal, *Traffic Engineering and Control*, to be published in May. Its purpose "is to draw attention to the contribution that the application of the techniques and methods of traffic engineering can make to the improvement of the ever-worsening conditions on the roads"—a magnificent example of Parliamentary English.

He is to be assisted by a distinguished honorary editorial advisory board. It includes Mr. Wilfrid Andrews, president of the Royal Automobile Club and chairman of the Roads Campaign Council, Prof. W. Fisher Cassie, of Durham University, Mr. Christopher Brunner, director of Shell-Mex and B.P., Ltd., and vice-chairman of the British Road Federation and the International Road Federation, Sir William Black, managing director of the A.C.V. Group and chairman of the National Research and Development Corporation, and Sir William Holford, Professor of Town Planning at London University.

After a period in the motor industry he joined Chrysler. The company at that time had recently entered the international field and Mr. Clough was busy making a study of product and market problems overseas. His work took him for four months to Australia, where he was perfectly happy: but, in the manner of armies and large corporations, he was posted back to Detroit for a brief five days before being exported once more—this time to Kew, England.

That was in September, 1958. In the months that followed he took over the reins of office from Mr. Wallace and succeeded him in the chair of the managing director in January, 1959. The latest Kew Dodge truck had been in production for about six months when he took office and he modestly accepts no credit for the greatly increased production which coincided with his arrival. In June, 1959, distribution of the French Simca car was added to the factory activities and the tempo of work accomplished has built up ever since.

Refreshingly free from the reserve with which some British captains of industry choose to shroud themselves, Mr. Clough talks amusingly and knowledgeably—in English. His small daughter's school, near their home in Kensington, does not welcome Americanisms, and as a conscientious parent, he has learnt to do without them. His 12-year-old son, on the other hand, struggles with bilingual idiom in an American school in Regent's Park.

To date, Mr. Clough has been too busy in his office and visiting Dodge dealers and users to take much part in the social life of the United States community in London. He is essentially a man who prefers to spend his spare time with his family. Teaching his son to play golf is a pleasure to which he looks forward. Perhaps it is his devotion to family life that creates in him a warm regard for the British working man. He has found loyalty to the company throughout a lifetime a feature of the British industrial scene which just does not exist in America. They are fortunate at Kew in having a man who understands and appreciates our little ways. T.W.

B29

Two Months' "Probation" Period for Febry

FROM OUR OWN CORRESPONDENT

BRISTOL, Tuesday.

FOR the next two months the operations of Messrs. R. and W. A. Febry, Chipping Sodbury, Glos., will be under the scrutiny of the staff of Mr. S. W. Nelson, Western Licensing Authority. The firm's records will be examined, "silent" checks made, and a report sent to him at the end of that time. This will enable him to decide whether to suspend or revoke any of Febry's licences.

The Authority made known his intention here today when Febry had to show cause why their licences should not be suspended or revoked.

B.L.T. Tankers Grant to be Suspended

THE North Western Licensing Authority is to suspend one vehicle of Bulk Liquid Transport, Ltd., for six months. The starting date of the period has not yet been fixed. He has offered to consider any suggestion made by the company, for the benefit of customers, as to how the suspension should be arranged. B.L.T. may be allowed to take one vehicle off the road for six months, two for three months, three for two months, or some similar arrangement.

This penalty is part of the Licensing Authority's decision to grant the company's application to transfer four articulated tankers from special A licence to a public A licence (*The Commercial Motor*, June 5, 1959), and to transfer 14 other vehicles and two semi-trailers, all tankers, from special A to ordinary A licence (*The Commercial Motor*, February 12). During the hearing of both applications much was made of the conversion of platform vehicles into tankers.

Three of the outfits in the group of four were granted last year, but decision was reserved on the fourth, which is now granted. After reviewing all the circumstances in which the vehicles in question came to be specified, in the first place, on various special A licences held by Bulk Liquid Transport, the Licensing Authority concluded that in at least two instances legitimate bounds had been exceeded. He decided that some disciplinary action must be taken. Consequently, the grant in relation to the outstanding vehicle in the group of four is to be suspended for six months.

42-HOUR WEEK ACCEPTED

THE engineering employers' offer of a reduction in the working week from 44 to 42 hours, without loss of pay, was accepted last week by the Confederation of Shipbuilding and Engineering Unions. The unions have abandoned their demand for higher wages.

NO TAKE-OVER

THE directors of Monkton Motors, Ltd., Wallingford Road Industrial Estate, Uxbridge, Middx., have issued a denial that their company has been taken over by any other concern.

B30

Council Study Scheme for Brighton

THERE were hopes in Brighton this week that the council would approve a new agreement between the three undertakings at present operating passenger services in the town and surrounding districts.

The council yesterday discussed a plan which named the transport department, the Brighton, Hove and District Omnibus Co., Ltd., and Southdown Motor Services, Ltd., as future operators of pool facilities in a specified zone.

The department and the Brighton, Hove and District Co. have operated a co-ordination plan since 1938. It covered an area corresponding to the old Brighton boundaries of 1919, and was based on pooled receipts. This agreement was due to end in the next year or so, *The Commercial Motor* was told this week.

The new proposal envisages a similar pooling of receipts from bus workings of all three undertakings. Trolleybus receipts of the department would not be included. About half of the electric vehicles have already been replaced by motorbuses, and the remainder are scheduled to go in the near future.

PAY CLAIM REFERRED TO WAGES COMMITTEE

FOLLOWING discussions on the wage claim by 58,000 municipal bus workers, the National Joint Industrial Council for the road passenger transport industry last week referred the matter to their wages committee, which will meet next Wednesday and Thursday.

After the council meeting, Mr. A. Townsend, national passenger secretary of the Transport and General Workers' Union, said that the employers had replied to the claim, made on behalf of drivers, conductors and semi-skilled maintenance workers.

The London Transport Executive last month rejected a claim for a £1-per-week increase for drivers and conductors. Approximately 100,000 employees of private bus companies in the provinces are awaiting a reply to a similar claim.

The question of maximum standing capacities in buses was also referred to the wages committee.

NEW CHIEF FOR R.H.A.

THE appointment of a successor to the late Mr. R. Morton Mitchell as chief executive officer of the Road Haulage Association will be considered by the Association's finance committee next Tuesday. For the past six months Mr. E. W. Russell, executive secretary, has been acting as chief executive officer.

It is not yet known whether the post will be advertised or whether a choice has already been made.

There have been suggestions in the past that the R.H.A. should have a permanent paid president who would have influence in Government circles and carry the flag for the R.H.A. This question may now acquire point. Several well-known names are being mentioned as possibilities if the Association decide to adopt this policy.

Government to Present New Rail Plan in Two Weeks: Tax Likely

BY OUR POLITICAL CORRESPONDENT

WE shall see the Government's new plan for the railways by the end of the month, probably at the same time as the Guillebaud report. Only the rail strike threat has held it up. It will contain an up-to-the-minute assessment of what the railways can expect to carry when modernization is complete.

The plan, therefore, will take into account the ground that has been lost to road transport, which now carries 56 per cent. of commercial traffic.

Modernization will be scaled down where the roads have won, will be speeded up where the railways still lead—and the railways' battle is not entirely lost for they are able, through their new elasticity in charging, to compete much more effectively in some directions.

There is more and more support among back-benchers for some Government help to the railways. One favoured proposition, put up at a meeting of the Transport Committee of Tory M.P.s during the week, is that the Government should take over responsibility for maintaining the rail track, which costs the railways £100m. a year.

The Government would then, it is suggested, impose on the railways a tax equivalent to the tax on diesel oil, to raise about £30m. Road and rail would then be on a par, and the railways would benefit from the transaction by £70m. a year.

Railways Losing to Free Hauliers

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He also told the Authority that British Road Services were much dearer than private hauliers, and it paid him to go to Southampton, 60 miles away, for the transport he required. Mr. Parker was supporting the application of a Bridport haulage contractor, Mr. P. M. Browne, who applied for an A licence to carry general goods within a radius of 150 miles. He offered to surrender a B licence in respect of another vehicle.

Mr. Browne refuted a suggestion by Mr. Coningsby, for the B.T.C., who objected, that he had secured his increased business by undercutting B.R.S.

Another supporter, Mr. Roger Courtney, secretary of Messrs. Good and Son, sand and gravel merchants, West Bay, Bridport, said that his company sent pebbles for water filtering to all parts of the country. The railways took anything up to two weeks to deliver a load, and there had been an almost complete switch of traffic from B.R.S., so far as his company was concerned.

Mr. Reginald Fish, a member of Brid-

The only alternative to some such scheme is to make vicious cuts in services.

Mr. Thorneycroft's exposition on the rail trouble has come badly unstuck. His attack on the Government in *The Times*, on Monday, failed to attract more than a handful of supporters.

Lords Hear of New System

A new form of transport said to have been invented in Salisbury by Rhodesian engineers created a flutter of interest in the Lords on Monday. Lord Hawke asked the Government if they knew anything about it. The reply was that Mr. Marples had some details about it, and had asked for more.

From Lord Milverton it transpired that patents have been taken out all over the world, and that there is to be a working model on show at next year's Central African Fair.

No one knew what this new form of transport was, but Lord Hawke wondered if it would do for transport between London and London Airport, or to link overspill areas with their mother cities.

port Industrial Development Committee, cited the case of a local publican who wanted two cases of beer delivered to him at Maiden Newton by rail. The goods were sent by road to Weymouth, where they were transferred to rail and thence to their destination—a journey of 20 miles. They could not be sent direct by rail, a distance of only seven miles, because the facilities were not available. The journey took three days, he said.

Granting the application, Mr. Nelson said he could understand the reluctance of B.R.S. to lose this traffic, but this was a case of business economics, and sometimes they must expect someone else's price to be lower than their own. He considered that Bridport was entitled to better road transport facilities.

LONDON'S OWN TRAFFIC UNIT

LONDON is to have a new traffic management unit with Dr. G. Charlesworth at its head. Dr. Charlesworth, who has specialized in road-traffic problems for a number of years, has been seconded to the Ministry of Transport from the Road Research Laboratory.

The duties of the new unit will be to evolve and execute plans for securing the maximum use of London's streets as traffic arteries by the application of modern traffic-engineering techniques. They will consult with local authorities and the Metropolitan Police.

End of Agreement on Garage Equipment

A FINAL order, by consent, was made in the Restrictive Practices Court in London on Monday in connection with an agreement between members of the Garage Equipment Association. Mr. W. A. Bagnall, for the Registrar of Restrictive Trading Agreements, said that the Association had decided to terminate the agreement with effect from February 3, 1960.

Mr. Bagnall also asked for a supplementary representation order to cover a number of companies which had joined the Association since the original representation order was made. He said that they had consented to their inclusion in the list of concerns set out in the application now before the court.

Three members of the Association had not agreed to their inclusion in the representation order but had given the Registrar an undertaking to regard themselves as bound by the same terms of the undertakings given by those representing the Association.

Having received that undertaking, the Registrar would not press for injunctions against the three.

Mr. Justice Pearson agreed that the final order should be made.

DOUBLE-ENTRANCE SINGLE-DECKERS FOR L.T.E.

TO go into experimental service on country bus routes, three A.E.C. Reliance chassis with Willowbrook bodies have been ordered by London Transport. They are designed for one-man operation.

The bodies will have driver-controlled doors at the front and centre, and seat 42 passengers. It is hoped that trial running will indicate time saved by passengers entering through the front door, and alighting from the centre exit.

The Reliances are 30 ft. long and 8 ft. wide, and are powered by the A.E.C. 7.7-litre 100 b.h.p. engine. Lightweight body construction will be used. There will be high-level windows above the cant-rail for the convenience of standing passengers. Both sets of doors will be 2 ft. 7 in. wide and power-operated.

DEATH OF MR. R. M. MITCHELL

WE regret to announce the death last Saturday, after a long illness, of Mr. ROBERT MORTON MITCHELL, chief executive officer of the Road Haulage Association. He was 51.

Mr. Morton Mitchell took up his office with the R.H.A. in 1949. His career began with private legal practice in Edinburgh from 1925-31, following which he was in local-government service in Scotland until 1945. He then became general secretary of the Iron and Steel Trades Employers' Association, leaving in 1947 to become secretary of Relay Services Association of Great Britain. Apart from his office with the R.H.A., he was secretary of the National Road Transport Federation and a member of the London Travel Committee set up by the Minister of Transport. He was a member of other bodies connected with road transport and active in local politics.

Men in the News

MR. J. M. GIFFORD has been appointed European sales manager of the Aveling-Barford Group.

MR. R. S. ODD is resigning his appointment as a director and general manager of Wilmot-Breeden to become joint managing director of Lansing-Bagnall, Ltd.

MR. PETER WILLIAM HOLLEY has been appointed director and general manager of the Coventry Gauge and Tool Co. (Aust.) Pty., Ltd., Bankstown, New South Wales.

MR. JAMES ROBERTSON is to be released from his position as chief production engineer of Simms Motor Units, Ltd., to become special technical assistant to the managing director.

MR. KENNETH BAIRD has become manager and MR. KEITH GERRARD assistant manager of the newly constituted personnel and industrial relations division of F. Perkins, Ltd.

MR. H. J. LYNHAM, at present personal assistant to the chief engineer of the Northern General Transport Co., Ltd., has been appointed assistant engineer of the East Kent Road Car Co., Ltd.

MR. V. MARTIN-JONES, chairman of Lodge Plugs, Ltd., will leave London Airport by B.O.A.C. Comet today for a tour of agents and distributors for the company in Kenya, Southern Rhodesia and South Africa. He returns to London on March 16.

MR. G. MARDEN, home sales manager of the Spire fastenings division of Simmonds Aerocessories, Ltd., is to visit the group's factory at Ballarat, Australia. He will return via the United States, where he will visit Tinnerman Products, Inc., Cleveland, Ohio.

MR. LESLIE H. DAVIS, formerly lubricants supervisor and assistant to Mr. A. E. MCAULAY, lubricants manager of Scottish Oils and Shell-Mex, Ltd., has been appointed lubricants manager of the southern division of Shell-Mex and B.P., Ltd., Southampton. Mr. W. W. HARROW has succeeded him in Scotland.

MR. M. A. HOLMES has been appointed chairman of Bristol Commercial Vehicles, Ltd., and Eastern Coach Works, Ltd., from March 31, in place of Mr. S. KENNEDY, who, as previously announced, is also succeeded by Mr. Holmes as chairman of the Tilling Group. Mr. C. H. PICKETT, director of the Bristol Omnibus Co., Ltd., becomes chairman of the company and a director of Hants and Dorset Motor Services, Ltd., and the Southern Vectis Omnibus Co., Ltd. Mr. T. W. H. GAILEY becomes chairman of Red and White Services, Ltd., and United Welsh Services, Ltd., and a director of the Bristol Omnibus Co., Ltd.

B32



Mr. J. E. Hollands.

MR. W. A. DUCKWORTH has been appointed northern representative of the heavy frictions division of Gandy, Ltd.

MR. JOHN ANDERSON, who has been traffic manager of Middlesbrough Co-operative Society, Ltd., for 28 years, has retired.

MR. H. O. HALLAS, manager of the Middle East zone of F. Perkins, Ltd., leaves on Tuesday for visits to Turkey, Egypt, Amman, Cyprus and Greece.

MR. C. LONGDEN, previously Sheffield depot manager, has been appointed district manager at the Middlesbrough branch of Kerry's (Great Britain), Ltd.

MR. F. P. D. TAYLOR has been appointed to the board of Maidstone and District Motor Services, Ltd., in place of Mr. C. W. G. ELLIFF, who has resigned.

MR. R. E. MORRIS has been appointed manager of accessories and repair materials of the tyre replacement division of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd. He was previously Midland sales representative. Mr. F. FOXLEY, dealer relations manager at Wolverhampton, has completed 40 years' service.

MR. J. E. HOLLANDS, chief engineer of the North Western Road Car Co., Ltd., has been appointed group engineer to Canadian Motorways, Ltd., whose haulage and household-removals activities are spread throughout Canada. He was previously rolling-stock engineer with the Birmingham and Midland Motor Omnibus Co., Ltd., after serving an apprenticeship with A.E.C., Ltd.

MR. D. G. STOKES, director and general sales and service manager of Leyland Motors, Ltd., and MR. STANLEY MARKLAND, director and works manager, have flown to India to discuss with executives of Ashok Leyland, Ltd., Madras, how to increase output. Ashok Leyland raised Comet production by 28 per cent. last year, but demand is outstripping factory capacity.

Micrograms . . .

Italian Production: Last year Italian vehicle manufacturers produced 30,110 commercial vehicles.

Price Reduction: The retail price of Lodge plugs was reduced from 5s. 6d. to 5s. on Monday.

By-pass Opening: The £3½m. Lancaster by-pass will be opened by the Minister of Transport on April 11.

10,000 Rebuilds: More than 10,000 reconditioned engines were produced by the Perkins group in 1959.

Doubled Output: The Berliet-Maroc lorry assembly plant at Ain es Sebaa, Casablanca, may double its output this year to 1,000 vehicles.

Fastest Ambulance?: In a test run on the M1, a Dennis AV4 ambulance covered 20 miles at an average speed of 72.2 m.p.h. without reaching its maximum speed.

Cleansing Meeting: The annual meeting of the north-western centre of the Institute of Public Cleansing will be held at the Town Hall, Birkhead, on March 4 at 10 a.m.

Bodies for Indonesia: Under the Colombo Plan, Freighters, Ltd., an Australian concern, have been awarded a £250,000 contract for the supply of 100 bus bodies to Indonesia.

Ben Annual: The annual meeting of the Motor and Cycle Trades Benevolent Fund will be held at the Connaught Rooms, Great Queen Street, London, W.C.2, on March 1 at 11.15 a.m.

I.O.T. Societies: Graduate and student societies of the Institute of Transport are to be formed at Chester, and at Bulawayo, Southern Rhodesia. A Nyasaland group is also to be established.

Newcastle Ban: In an effort to reduce traffic congestion, Newcastle upon Tyne City Council have approved a recommendation to ban loading and unloading in the city centre during peak hours.

Built-in Heating: Electrical heating cables, thermostatically controlled, have been built into the road surface of the Hook Road underpass, on the Kingston by-pass, which was opened by the Minister of Transport last week.

£100,000 Jubilee: The Skefko Ball Bearing Co., Ltd., will set aside £100,000 for the benefit of their employees to mark their golden jubilee. Much of this sum will augment sickness benefits and assist in cases of hardship.

Attacks on Outsize Loads: The question of mounting attacks on the carriage of abnormal indivisible loads by road is likely to be raised at the annual general meeting of the heavy haulage group of the Road Haulage Association in London next Thursday.

Bonus Scheme Continues: Manchester Passenger Transport Committee have advised the Municipal Passenger Transport Employers' Federation that they will continue their traffic bonus scheme for the time being. It is due for review next February.

Leyland Aircraft: A de Havilland Dove aircraft, equipped to carry six passengers, has been ordered by Leyland Motors, Ltd. It will be based at Salmesbury, eight miles from Leyland, and used to maintain liaison between the company's plants and customers at home and overseas.

Tonnage Increased: "The results of the operations of the transport fleet are similar to those of the preceding year," says Sir Eric A. Carpenter, chairman of Lloyd's Packing Warehouses (Holdings), Ltd., in his report for the year to September 30 last. There was a slight increase in tonnage.

APPOINTMENT: A Minister C. E. Ho position a engineer chief civil is taken by Mr. H. S. of south-e become ass quarters. Mr. T. E. H. becomes so engineer in

COACHING: INDEPENDENT owners i are being in April 5 to regard to Operators' be held at combe, Ton the South Industrial C tary of whi Fishponds I Mr. Cox C.O.F. Th April 4 and

CLYDE: AUTHORITY Glasgow ment to p approach ro the Clyde will cost a neath Govan £8.8m.

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THE ASSU: Traffic with a four within i Saloon Coa wrong. Mr Shropshire Ministry of Birmingham appealed a Commission Salopia h express ser Shrewsbury feeders for time the Co application from Oaken There was extended-tou said Mr. M was whethe provide the conjunction local operat It was importance. inspector th area, with th ham and M

Ministry Engineers Promoted

APPOINTMENTS made within the Ministry of Transport involve Mr. C. E. Hollinghurst relinquishing his position as Metropolitan divisional road engineer to take up the post of deputy chief civil engineer. His former position is taken by Mr. J. A. S. Dakers.

Mr. H. S. Keep is leaving his position of south-eastern divisional engineer to become assistant chief engineer at headquarters. His previous job is taken by Mr. T. E. Hutton. Mr. L. P. F. Hubbard becomes south-western divisional road engineer in succession to Mr. Hutton.

COACH OWNERS TO MEET

INDEPENDENT passenger-vehicle owners in the Western Traffic Area are being invited to attend a meeting on April 5 to agree to certain matters in regard to the newly formed Coach Operators' Federation. The meeting will be held at the Trecarn Hotel, Babacombe, Torquay, under the auspices of the South-Western (Provincial) Joint Industrial Council, the honorary secretary of which is Mr. A. J. Coxwell, 571 Fishponds Road, Bristol.

Mr. Coxwell is also secretary of the C.O.F. The council will be meeting on April 4 and 5.

CLYDE TUNNEL PLANS

AUTHORITY has been given to Glasgow Corporation by the Government to prepare plans for permanent approach roads on the Linthouse side of the Clyde Tunnel. These roads, which will cost about £7.7m., will run underneath Govan Road. The tunnel will cost £8.8m.

"Commissioners' Assumption Wrong"

THE assumption by the West Midland Traffic Commissioners that a circle with a four-mile radius of Oakengates was within the catchment area of Salopia Saloon Coaches, Ltd., Whitchurch, was wrong. Mr. K. Mynett, representing the Shropshire Omnibus Association, told a Ministry of Transport inspector this at Birmingham, on Tuesday, when S.O.A. appealed against a decision by the Commissioners.

Salopia had been granted a licence for express services from Donnington to Shrewsbury and Whitchurch to act as feeders for extended tours. At the same time the Commissioners had refused an application by S.O.A. for extended tours from Oakengates.

There was no dispute over whether extended-tour facilities were required, said Mr. Mynett. The point at issue was whether the local operators should provide the facilities, either solely or in conjunction with Salopia, or whether the local operators should be excluded.

It was a matter of considerable importance, he added, and told the inspector that every operator in the area, with the exception of the Birmingham and Midland Motor Omnibus Co.,

Tories Press for Rail Inquiry

CONSERVATIVE M.P.s on Tuesday heavily supported a motion tabled in the House of Commons urging a full-scale inquiry into the future of the railways. The Government, writes our political correspondent, have never closed their mind to such an investigation, one object of which would be to settle the relative positions of road and rail transport.

The motion gives Mr. Ernest Marples, Minister of Transport, the opportunity of setting up an inquiry if he wishes, but urges that a report should be made within a year.

LIVERPOOL FIGHT DECLINE

A CAMPAIGN designed to reduce the decline in bus receipts caused by the growth of private transport and the popularity of television has been inaugurated in Liverpool. The city publicity department have prepared four posters which will appear on 150 of the transport department's buses.

The posters will emphasize the difficulties of motorists in congested traffic conditions and the problems of finding a car park, and use the slogan "Go by Bus." The same wording will appear on all departmental mail.

SCOTS OUTPUT IN 1961

THE £9m. factory which the British Motor Corporation are to build at Bathgate, West Lothian, may be in production in the summer of next year—six months earlier than expected. Work on laying the foundations may begin in the next three months.

Ltd., was appealing against the decision. Only 3 per cent. of Salopia's extended-tour passengers came from the Oakengates district, he pointed out.

Mr. Mynett declared that the Commissioners were also wrong when they paid only the slightest attention to the fact that S.O.A. had provided all public-transport facilities in the area for many years. They were wrong, too, in suggesting that feeder services by Salopia were as satisfactory as the Association's proposals.

For Salopia, Mr. E. S. Fay, Q.C., claimed that the decision should stand in the public interest. Just because an operator was experienced in day and half-day excursions, it did not necessarily follow that he was fitted to run extended holiday tours, he added.

Mr. Fay reminded the inspector that the original application by S.O.A. was for an eight-mile radius. It had been reduced to four miles. Within the wider radius the percentage of passengers using Salopia tours was 4.2. In the smaller area it was 3.1 per cent. With the high cost of operating extended tours, it was essential that an operator should have a wide catchment area, he contended.

NEW TRANSPORT COMPANIES

P. N. Owen, Ltd. Cap. £100. Dirs.: P. N. Owen, Swain, Fradley Junction, Alrewas, Burton-on-Trent, and J. T. Burrows, 102 Wake Green Road, Moseley, Birmingham. Sec.: J. T. Burrows. Reg. office: Swan Inn, Fradley Junction.
A. E. Newens, Ltd. Cap. £100. Dirs.: A. E. Newens and Mrs. C. J. Newens, 270 Rectory Lane, Loughton, Essex. Sec.: S. T. Lander. Reg. office: 51 Quilter Street, Columbia Road, London, E.2.
G. Howlett and Son (Quorn), Ltd. Cap. £10,000. Dirs.: H. T. Noon and Mrs. E. Noon, 96 Barrow Road, Quorn, Leics. Sec.: H. T. Noon. Reg. office: 94 Barrow Road, Quorn.
Hacketts Hauliers (1960), Ltd. Cap. £1,000. Dirs.: S. Hackett and Mrs. A. H. Hackett, Lakeside, Anglesley Drive, Poynton, Cheshire. Reg. office: 40 Kennedy Street, Manchester.
Hacketts Transport (1960), Ltd. Cap. £1,000. Other particulars as for Hacketts Hauliers (1960), Ltd.

Taylor (Bulk Haulage), Ltd. Cap. £1,000. Dirs.: J. Taylor and Mrs. E. Taylor, 6 Victoria Road, Newton-le-Willows, Lancs. Sec.: J. Taylor. Reg. office: 6 Victoria Road, Newton-le-Willows.
Systematic Transport, Ltd. Cap. £25,000. Subs.: D. H. Kirk, 75 Ryecroft Road, London, S.W.16, and P. Laurence, 43 Chestnut Avenue, Southborough, Tunbridge Wells. Sec.: F. C. Nelson, 1 Old Burlington Street, London, W.1.

Waybridge Transport (Newport), Ltd. Cap. £300. Dirs.: D. Hayward and Mrs. M. D. Hayward, Bryn Ivor, 60 Allt-vryn Avenue, Newport, Mon.

W. G. Williams and Sons (Haulage), Ltd. Cap. £1,000. Dirs.: T. D. Williams, 36 Brynamman Road, Brynamman, and D. O. Devereaux, 96 Gwilym Road, Cwmlynfell. Sec.: T. D. Williams. Reg. office: 36 Brynamman Road, Brynamman.

Turnbull and Son, Ltd. Cap. £7,000. Dirs.: F. Turnbull and Mrs. E. M. Turnbull, Broomfield, Wretton, Yorks, and W. Turnbull. Reg. office: Wretton, Pickering, Yorks.

Rotamix Concrete (Transport), Ltd. Cap. £2,000. Dirs.: E. C. Evans, 11 Park Avenue, Goldthorn Park, Wolverhampton, and F. Wright, 1 Coneybere Gardens, Brewood, Stafford. Sec.: E. C. Evans. Reg. office: 64 Bath Road, Wolverhampton.

100,000-mile Tyre Life at Speed

TYRE mileages of well over 100,000 were being obtained on heavy vehicles operating at continuous high speeds in the U.S.A. This was one of the points mentioned by Mr. John Moon, technical editor of *The Commercial Motor*, when he spoke to the Eastern Area of the Traders' Road Transport Association at Ipswich on Wednesday.

His subject was the use of commercial vehicles on motorways. The importance of good braking was emphasized, and Mr. Moon observed that so far disc brakes had presented a number of unusual problems, including the melting of grease in wheel hubs.

An ideal maximum-capacity eight-wheeler needed an engine of at least 200 h.p., with an axle ratio of up to 5 to 1, to take full advantage of motorways, added Mr. Moon.

MORE POWERFUL P.T.O.

A MORE powerful power take-off for certain Leyland and Albion vehicles has been introduced by the Leyland group. It is available in low- and high-speed versions for fitting to the right-hand side of the gearboxes of Leyland Comet CS.3 and ECO2 models, Super Comet, Albion Chieftain, Clydesdale and Reiver.

A pump feeds oil under pressure to all bearings. The output shaft of the high-speed p.t.o. runs at 0.933 engine speed, whilst the low-speed unit runs at 0.612 engine speed. The low-speed p.t.o. is intended for light-duty applications.

Four Vehicles Obtained Out of 150

SUB-CONTRACTING in the Kidderminster area is so difficult that, of 150 vehicles sought, only four have been obtained. This was the picture presented to Mr. L. Hall, West Midland Deputy Licensing Authority, at Birmingham, on February 11, when Crossroads Transport (Gildersome), Ltd., Dewsbury, applied for a new A licence to put two articulated units on collection and delivery within 20 miles of Kidderminster.

Mr. J. Foley Egginton, for the applicants, said the company's main base was at Dewsbury, where they had 16 vehicles on A licence and five on B licence from the Yorkshire Traffic Area. Trunk services were operated between the Midlands, Yorkshire and Scotland, and the traffic to and from Kidderminster consisted mainly of textiles and wool for the carpet trade. Because of the bulky nature of the work long platforms were required and the fleet was being re-equipped with a number of articulated vehicles. At present, vehicles on the regular run between Yorkshire and Kidderminster were having to do their own collection and delivery. Instead of a day round trip, vehicles leaving Yorkshire on Tuesday did not get back until Thursday.

Mr. R. A. Edwards, a director, said his own company, R. W. Edwards and Sons, took over the shares of Crossroads Transport in 1946. In order to facilitate interchange of vehicles the two companies were amalgamated in March, 1959. With rigid vehicles they had been forced to load over the cab and the company considered articulated vehicles to be the answer. Hiring proved almost impossible, and the schedules produced showed that out of 150 attempts only four vehicles had been obtained.

Protection for Through-service Link?

A SUGGESTION that a linked through-service from Huddersfield to Llandudno was not entitled to protection because there was no direct licence was disputed before the Yorkshire Traffic Commissioners at Leeds last week. It was made by Hanson's Buses, Ltd., Huddersfield, who were applying to extend their express service between Huddersfield and North Wales. They claimed that if traffic carried in that way was disregarded no operator of a lawful and authorized connecting service could object to a new applicant.

Objections came from the Liverpool-Newcastle pool operators.

For the applicants, Mr. J. Evans sought to extend the operational period from the two Saturdays of the Huddersfield textile and engineering holidays, in July, to all Saturdays from June to September. They wanted to increase their vehicle allowance from one on each departure to 10 in July and August and two in June and September.

The present allowance was absurd and hundreds of people were being turned away every year, said Mr. Evans. Hansons were the only company licensed for a

Objecting, for five local hauliers, Mr. N. Carless submitted that the applicants had not supplied sufficient evidence to answer the questions the Transport Tribunal had said were essential in the Munroe's Transport appeal.

Although it appeared there were no spare vehicles in the area for journeys to Yorkshire, it did not mean there were none available for collection and delivery.

Granting the applicants one vehicle only, with a normal user as sought, Mr. Hall said objectors had called no evidence and he was satisfied (a) that the applicants' fleet was fully employed; (b) that a collection and delivery vehicle would help; (c) that there was difficulty in hiring; and (d) that customers had suffered inconvenience.

WOOL HAULIERS WARNED OF "DEVELOPMENTS"

"HAULIERS who carry wool from farms may find it necessary to take joint action in view of developments that have been reported to the Association," states a cryptic paragraph in the February issue of *Road Way*, official organ of the Road Haulage Association. "Members engaged in this traffic are therefore strongly advised to get into touch with their area secretaries."

The *Commercial Motor* was unable on Tuesday to obtain amplification of the notice. It is possible, however, that wool interests may be proposing to follow the example of the Central Electricity Generating Board in the case of coal, and conclude an agreement with the railways which would exclude hauliers from wool transport.

direct service from Huddersfield to Llandudno and although the pool operated through-journeys linking Manchester. Hansons contended that as they were the local operators this was their traffic.

Mr. W. R. Hargrave, for the pool operators, said that the application was one to share traffic which was already being carried. The pool, with their unlimited duplications, could deal with all demands, he added.

Maj. F. S. Eastwood, chairman, was told by Mr. W. Wooley, assistant traffic manager of North Western Road Car Co., Ltd., that at a recent case in Sheffield, jointly heard by the Yorkshire and North Western Traffic Commissioners, linking was not interfered with.

The Commissioners were, in effect, being asked, by Mr. Evans, to protect express road services, but a Leeds-Manchester licence held by the pool, and linked at Manchester, was an express licence to North Wales operated by North Western Road Car Co., Ltd., and not entitled to protection, he added.

The application was refused.

Should Starting Points Be Given Up?

SHOULD a company moving to a new bus station give up their existing starting points or be allowed to retain them for picking up passengers?

This question was argued before the North Western Traffic Commissioners on Monday, when they learned that Ribble Motor Services, Ltd., had provided a new station in Skelthorne Street, Liverpool, next to Lime Street railway terminus. The station's lower level was for stage-carriage services, and the upper, which would be ready at Easter, for excursions and express facilities.

Ribble wished to modify the starting points named on their express and excursion licences to Skelthorne Street, but retain the present departure points for the collection of passengers. Mr. F. D. Walker, for Ribble, explained, 32,000 people used the Islington point, and its loss, together with the others, would be a commercial gain to his clients' competitors. At least three years would be needed to educate the public to use the new station.

Ribble had assured the police that they would quit Islington as soon as possible to facilitate Liverpool's street-widening and one-way traffic schemes. Mr. G. Dawes, traffic assistant, accused the objectors of using the application to gain advantages.

Mr. J. Booth, for the objectors, said that it was inevitable that Ribble would abstract competitors' traffic by grouping under one roof.

The second day's sitting was postponed.

REJECTIONS FOLLOW TALKS

FOLLOWING a private meeting between Mr. F. Williamson, North Western Licensing Authority, Messrs. Lytham Bros., Woolton, and M. McKenna, Ltd. (*The Commercial Motor*, January 8) the Authority decided this week to refuse applications by both parties.

The meeting was held in an effort to find a solution to a take-over dispute concerning three vehicles totalling 20 tons unladen. Lytham applied for a renewal of their A licence and McKenna sought to take over the business.

McKenna will now seek to add the three vehicles, which have been operated by them under the authority of the Lytham licence since 1956, to their own A licence.

TWO MONTHS' SUSPENSION

IN a decision published on Tuesday, Mr. A. H. Jolliffe, North Western Deputy Licensing Authority, suspended a vehicle belonging to J. Marsh and Sons (Blackpool), Ltd., for a period of two months starting on March 1.

At a hearing at Lytham on January 28, Marsh applied for the renewal of an A licence for two vehicles to carry general goods within 24 miles.

It was revealed at the hearing that they had been regularly carrying biscuits from Blackpool to London.



This Douglas
a Rolls-Royce
40 m.p.h.

Stiff

SEVERE snowfalls stiffest test set up by the keep the Motor, January

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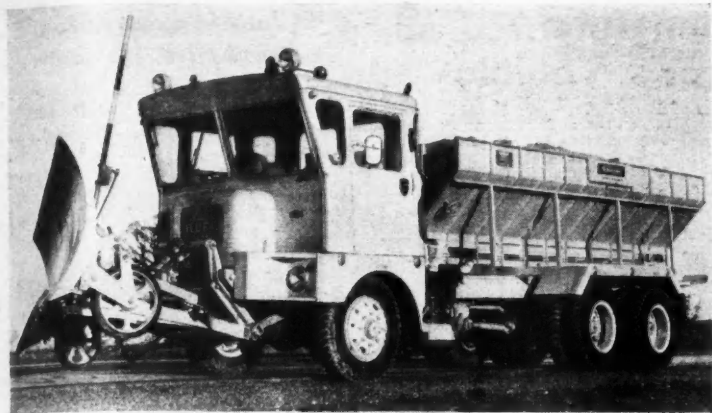
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This Douglas 6 x 6 gritter-snowplough was in action on the M1 last week-end. It has a Rolls-Royce petrol engine, fully automatic transmission, and spreads salt at up to 40 m.p.h. The rubber lower edge on the plough blade clears slush and snow down to ground level, unlike all-metal ploughs.

Stiff Trial for M1 Organization

SEVERE frost and heavy, if brief, snowfalls last Saturday provided the stiffest test so far for the organization set up by the Ministry of Transport to keep the M1 clear for traffic under all weather conditions (*The Commercial Motor*, January 8, 1960).

Contrary to some reports, ice formation on the motorway was kept well under control by salt, whilst snow which did settle was cleared successfully by the special ploughs now going into service. These have rubber squeegees at their lower edges.

After talking on Monday to the men responsible for clearing the Buckinghamshire section of the motorway, a representative of *The Commercial Motor* was convinced that the accidents which occurred last Saturday morning were, in the main, caused by the thin layer of slush left on the road as the salt, which had been spread during the previous night and that morning, melted the snow as it fell. The slush was shifted rapidly from the middle and near-side lanes by the passing traffic but lingered in the less-used fast lanes until cleared by ploughing.

Slush can be very slippery. Although sand or gravel could be distributed by the local authorities to overcome this, it is not desirable to spread these materials on a fast road, where they could be thrown up to damage windscreens and paintwork. It is thought better to let passing traffic carry out the clearance although, as more squeegee-type ploughs become available, it may be possible to remove slush.

Last week-end was also a good test for the first examples of the special six- and eight-wheeled gritter-snowploughs (*The Commercial Motor*, November 13, 1959) which are now going into service.

The Commercial Motor accompanied a precautionary salt-spreading run last Monday. It took place at about 6 p.m. and the vehicle used was one of the new Douglas 6 x 6 gritters powered

by a Rolls-Royce petrol engine driving through a fully automatic transmission of the same manufacture.

The vehicle was fitted with a single-angle snowplough blade giving an effective sweeping width of 9 ft. 6 in.

This made an impressive foreground looking forward from the cab of the vehicle as it travelled down the centre lane of the carriageway at nearly 40 m.p.h., spreading salt at $\frac{1}{2}$ oz. to the sq. yd. The spreading vehicle covered 16 miles in 33 minutes.

Bad conditions did not prevent the London-service coaches of the Birmingham and Midland Motor Omnibus Co., Ltd., from reaching their terminals ahead of time.

DAIMLERS FOR KOWLOON

A CONTRACT for the purchase of a further 40 Daimler double-deck buses has been signed by the Kowloon Motor Bus Co. (1933), Ltd., Hong Kong. They will be powered by Gardner 5LW oil engines.

Bus Operators Admit Licence Breaches

BREACHES of conditions on an express licence operative between the R.A.F. Station, Valley, Anglesey, and Manchester and Liverpool, were admitted by Messrs. T. A. Milburn and Son, Gaerwen, at Valley magistrates court last week. They pleaded guilty to charging fares under those authorized, charging single fares when not authorized and picking-up and setting-down at unauthorized points. Fines totalling £13 11s. 6d., including £3 11s. 6d. advocate's fee, were imposed.

For the North Western Traffic Commissioners, Mr. R. H. Ellis Davies said that an investigation revealed that on a large number of occasions there had been breaches of the conditions. The present charges were on four counts and represented a cross-section of the whole. The defendants pleaded that the breaches

Stage-service Claim Rejected

THE Minister of Transport has dismissed appeals by J. Laurie and Co. against the Scottish Traffic Commissioners' refusal to allow them to run a stage service between East Kilbride and Eaglesham and to grant the Central S.M.T. Co., Ltd., five stage service from East Kilbride.

He has not accepted Laurie's argument that their application should have been heard in isolation. He agrees with Mr. J. J. Cunningham, Q.C., who heard the appeal, that the common practice of considering interrelated applications together was appropriate.

In their decision, the Commissioners had regard to the operation of unremunerative services by Central S.M.T. The Minister says he "has no wish to diminish the importance of this factor in general, but he has not himself given much weight to it in this case, since the evidence on the point seems to him somewhat inconclusive."

COMMERS ON SHOW

FIVE light commercial vehicles are to be exhibited by the Rootes Group at this year's Geneva Show, which opens on March 10. They will be a Commer 15-cwt. van, a Routevendor mobile shop and a caravan based on the 15-cwt. vehicle; a Commer Cob van and a Karrier Gamecock 3-4-tonner.

At the Leipzig fair, which opens on February 28, the Group will be showing a Commer 12-seat bus and a 7-ton lorry with two-stroke multi-fuel engine.

TESTS ON TRAILER

A CRANES 100-ton trailer to be used to carry hydro-electric machinery from La Coruna, Spain, to a new station at Belesar, on the river Mino, has been tested over 18 miles of narrow, twisting roads to teach the Spanish crew.

The unit is 112 ft. long and has been delivered to Fuerzas Electricas del Noroeste, S.A., Fenosa. The tractor is a Scammell Constructor.

were made to oblige the camp personnel, and make the operation economic.

In extenuation, Mr. P. Hughes, for Milburn, said that it was the first time in his experience that anyone had been convicted for undercharging. He instanced a case of an airman being undercharged because he did not have sufficient money. On another occasion an airman who had made the outward journey by car, which had broken down, requested permission to make the return journey and paid a single fare. These breaches had not affected the traffic of either Crosville Motor Services, Ltd., or British Railways.

When T. A. Milburn's licence was last renewed, the firm were warned of the consequences of irregular operation. Crosville and the railways had objected on the ground of previous irregularities.

Six-week Suspension Imposed on Wisbech Operator's Vehicles

A WISBECH man, convicted of a series of offences in connection with his business, had five C licence vehicles suspended for six weeks when he appeared before Mr. W. P. S. Ormond, Eastern Licensing Authority, at Peterborough, last week.

The operator, Mr. David J. Thomas, of Cromwell Road, Wisbech, was represented by Mr. S. J. Green, who said that most of the offences for which he had been convicted recently were committed before October 1, last year—the date two vehicles were suspended by the same Authority. He added that a limited company had now been formed on Thomas' behalf and, in due course, application would be made for the company's vehicles to be authorized on A licences.

Mr. Ormond reminded Thomas he was warned last October that recurrence of offences would lead to another inquiry and the consequences might be serious. He referred to a schedule of offences for which Thomas had been convicted since October 1 last. These included breaches of conditions of C licences, failing to keep records and failing to cause them to be kept.

Thomas replied that they all occurred before October, many of them in June and July last year.

Mr. Green endorsed this and pointed out that after October 1 there was nothing Thomas could do to prevent his being

prosecuted for offences that had already been committed, although the prosecutions led to his being brought before the Authority again.

Giving his decision, Mr. Ormond said the Authority had said more than once, recently, that operators who committed irregularities had to pay for them, because of the large number of people who operated according to the terms of the Traffic Acts.

There had been a tightening up in all Areas on this point and there had been many more suspensions, even revocations, in the past two years than in previous years. Mr. Ormond noted that the offences in question were committed before October 1, when Thomas was last before the Authority, and he had no doubt that since then no further offences had been committed.

That did not alter the position, however, because by October 1 the matters had not been before the Magistrates' Courts and were therefore not established. He would suspend five vehicles for six weeks from Monday, February 22.

44 Charges Admitted to Magistrates

OWNER of a Leicestershire haulage business, Mrs. Dorothy Irene Jackson, pleaded guilty at Leicester County Magistrates' Court this week to 22 charges of using a goods vehicle with no carrier's licence and 22 of using an identity certificate with intent to deceive.

Her husband, Mr. Harry Jackson, manager of the business, pleaded guilty to aiding and abetting each offence.

On the first charge of using the vehicle without a carrier's licence, Mrs. Jackson was fined £5. Her husband was fined £5 for aiding and abetting. For using a document with intent to deceive on one occasion, each was fined £5.

On all other offences, the couple were granted an absolute discharge on the payment of 4s. court costs in each case and the advocate's fee of four guineas.

Prosecuting, Mr. John Bray said Mrs. Jackson's lorry was stopped for a check by an officer of the Licensing Authority. It was carrying an identity certificate relating to another vehicle. The driver said he was employed by Mrs. Jackson and knew nothing about the lorry bearing a wrong certificate. A further check revealed that the lorry had been used on 22 dates during August for carrying goods to Northamptonshire while it was not licensed.

The certificates had been issued for a lorry which had since been sold by Jacksons—and, alleged Mr. Bray, no steps had been taken to obtain a licence for the bigger vehicle which replaced the lorry.

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"Chaotic Congestion" in Fruit Market

TRAFFIC congestion in Manchester's Smithfield fruit and vegetable market, which was described as "chaotic," brought constant complaints from the police, said Mr. A. C. Clayton, president of the Smithfield Market Traders' Association, in Manchester last week. He told Mr. F. Williamson, North-Western Licensing Authority, that he considered James Holden (Crumpsall), Ltd., were largely responsible for this.

The company were applying to add four new vehicles of 18 tons to their A licence, with a normal user of "fresh fruit and vegetables, paper, steel, wire and cooking-fats, Lancashire, London, Southampton, Portsmouth and Berks."

For the applicants, Mr. J. A. Dunkerley stated that in 1956 a by-law had been passed prohibiting the use of trailers of any kind in the market. This ruled out the use of articulated units. Holden had been granted four additional vehicles in place of two articulated outfits soon afterwards.

Large vehicles were the main cause of congestion, said Mr. J. Holden, director. Smaller vehicles were the answer. They had done a large amount of sub-contracting in the past to operate their trunk service to London, but Mr. J. Wrottesley, for the British Transport Commission, who objected, said that the amount of hiring did not justify four extra vehicles.

Mr. Holden told the Authority that an application for additional vehicles had also been made to the Metropolitan Licensing Authority, but that no decision would be given until the present hearing was concluded.

The case will continue.

McVEIGH AND CUSICK AMALGAMATE

A BIG haulage merger took place last week. McVeigh Transport, Ltd., who have 100 vehicles, with bases at Grimsby, Hull, Manchester, Glasgow, Liverpool, London, Birmingham, Louth and Scarborough, acquired a controlling interest in Cusick Transport, Ltd., Manchester, and a half interest in Cusick Transport (Southern), Ltd., Parkstone, Dorset.

The Cusick companies have 67 vehicles, ranging in size up to eight-wheelers. Cusick Transport, Ltd., with 44 vehicles, have depots in Manchester, Glasgow and Liverpool, which are being taken over by McVeigh Transport. The Parkstone company specialize in parcels and smalls.

NEW DAVID BROWN GEARBOX

A SIX-SPEED gearbox for vehicles running at up to 22 tons gross weight has been added to the David Brown range. It is known as the DB 657, and is offered with alternative ratios providing either an overdrive top gear or direct drive, and a very low bottom ratio.

An order for 100 of the new units has already been received.

FIRE!
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Gipsy fire fighting equipment included 2 10 ft. l.

Escape training Gipsy and Austin 5 tonners, fully equipped weight of 7 ton 15 1950 vintage.

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Gipsy h station. Behind second engine town fires or tender for cou houses, health Austin 5 ton The 30 fire an average of 500 are special rescue calls et rescue tender

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FIRE! and the Cornwall Austins go in fighting



Gipsy fire fighter. With 4 man crew the Cornwall Fire Brigade Gipsys weigh 2 ton 6 cwt. Standard equipment includes a front-mounted 500 g.p.m. Coventry Climax pump. The extended roof trough takes 2 10 ft. lengths of 4 in. suction hose. Side apertures are fitted with roller shutter blinds.



Escape training—42 feet up. Waiting below, a Gipsy and Austin 5 ton pump escape which carries the 50 ft. wheeled escape ladder. The Brigade's 5 tonners, fully manned and equipped, carry a total weight of 7 ton 15 cwt. Chassis are of 1940, 1949 and 1950 vintage.



Danger—Mineshaft. 2,000 unprotected mine-shafts pockmark the Redruth-Camborne area, many over 200 ft. deep with mouths concealed by vegetation. Firemen descend by breeches buoy to haul up trapped animals. Between them they have collected 136 awards.

ALARM—FIRE! A gleaming Austin Gipsy hurtles from a Cornish Fire station. Behind it, bells clanging, roars a second engine—a pump escape for town fires or blazing chimneys. A water tender for country calls to isolated farm-houses, heath or forest fires. Both on Austin 5 ton chassis.

The 30 fire stations in Cornwall get an average of 1,500 calls a year. Some 500 are special service calls, including rescue calls etc. that take emergency and rescue tenders to cliff faces, tide-trapped

holidaymakers, grim gaping mineshafts, road, rail or air crashes. These vehicles, mounted on 1940 2 ton Austin chassis, carry full equipment for any emergency.

Also mounted on these 2 ton chassis are canteen and mobile service vans, stores vans and towing vehicles. All 2 and 5 tonners are powered by a special 106 b.h.p. high speed engine developed for the Cornwall Fire Brigade by Austin in 1949.

The men—and the machines Lives may depend on a fireman's skill. And he



A typical Cornish street—and no joke when you're going top speed to a fire. Country lanes are equally hazardous. "Here", says Chief Fire Officer Christmas, "my Gipsys really score—and they can cross rough open country to get right up to a fire."

depends on his vehicles. Mr. B. A. Christmas, M.B.E., Chief Fire Officer for Cornwall, says, "Our vehicles must go where we want them to go, go darned fast and never let us down." His 74 vehicles, including 1 and 1 ton personnel vans, are all Austins. "Standardisation", says Mr. Christmas, "is more economical and more efficient, particularly when you carry a large supply of spares. I have standardised on Austin and am completely satisfied."

Newcomers—and a major success—are the 7 Gipsy Fire Engines. 4 more are on order and the Gipsy has been adapted as a control unit for major incidents.

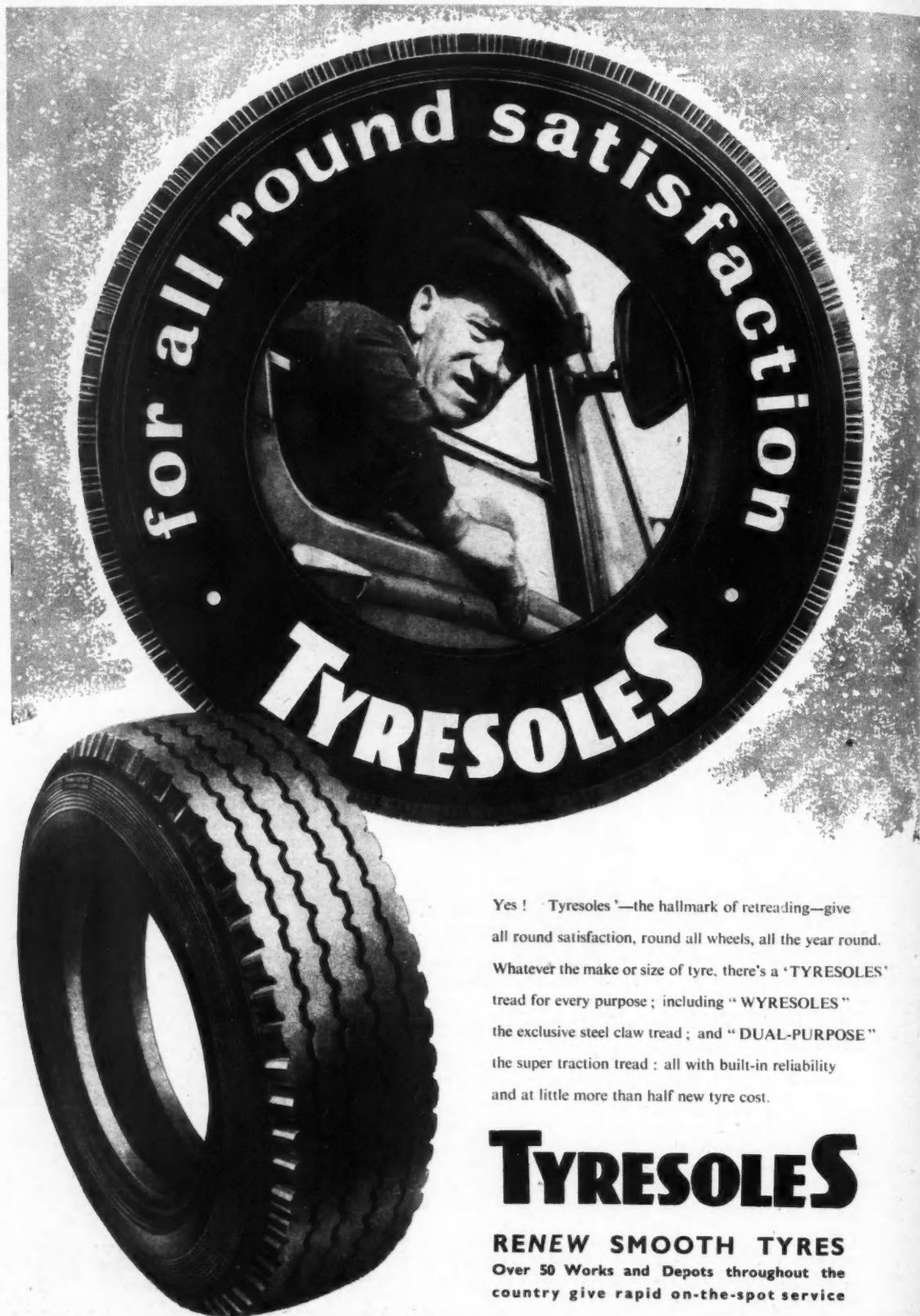
Cornish roads are hazardous—narrow, twisting, steep. Cornish towns are nerve-racking to speed through. "Here", says Mr. Christmas, "my Gipsys really score. They maintain high speeds safely and in four-wheel drive they get right up to fires across open country."

The Austin commercial range includes all-purpose vehicles from 1 ton to 7 tons, plus prime movers for 15 ton gross train-weights. L.W.B. or S.W.B. Petrol or diesel engines. All available as chassis/cab/scuttle units for special bodywork. 12 months' warranty and backing of B.M.C. Service.

AUSTIN



THE AUSTIN MOTOR COMPANY LIMITED
LONGBRIDGE · BIRMINGHAM



Yes! 'Tyresoles'—the hallmark of retreading—give all round satisfaction, round all wheels, all the year round.

Whatever the make or size of tyre, there's a 'TYRESOLES' tread for every purpose; including "WYRESOLES" the exclusive steel claw tread; and "DUAL-PURPOSE" the super traction tread; all with built-in reliability and at little more than half new tyre cost.

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RENEW SMOOTH TYRES
Over 50 Works and Depots throughout the country give rapid on-the-spot service

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"Most Blatant Breach of Normal User"

IN refusing an application to vary the normal user of an A licence for a vehicle which had been acquired in January, 1959, Mr. Alex Robertson, Scottish Deputy Licensing Authority, said at Dundee last week that he had never before encountered such a blatant case of breach of normal user.

The application, by Messrs. Cheyne and Thomson, Kintore, Aberdeenshire, sought to add "druff to south Scotland and empty fruit containers to London" to the existing user of "live-stock and agricultural goods in Aberdeenshire." It was stated that the applicants bought a one-vehicle business, engaged purely on local work, with an annual turnover of little more than £1,000 from Messrs. Rose and Pope.

In August, 1959, the driver's records showed that the vehicle was becoming engaged in longer-distance work. The owners were told that they should make application for a new licence, but did not do so until November, said Mr. Robertson. A later examination showed that the vehicle had been engaged within the normal user for only 12 days during November and December, he added.

Mr. F. P. Cheyne, a partner, said that insufficient traffic could be found locally and work had been undertaken to carry druff to southern Scotland for Messrs. Gavin and Gill, agricultural merchants.

After asking for the Authority to give his reasons for refusal in writing, Mr. W. D. Connachie, for the applicants, declared that if an applicant seeking a change of user had to wait for approval before undertaking new work, Licensing Authorities would be faced with a flood of applications beyond their control.

HEALTH CONVENOR ATTACKS AUTHORITY

A CHARGE of ignorance of the meat trade was levied against Mr. Alex Robertson, Scottish Deputy Licensing Authority, by Mr. Charles Buick, convenor of Dundee Health Committee, last week.

Referring to Mr. Robertson's remark that the withdrawal of meat-delivery services by closed vans in the city was a retrograde step (*The Commercial Motor*, January 29), Mr. Buick said that when a local authority was involved in a case in the traffic court it should be given an opportunity to state its position.

The minimum standard at present operating in Dundee was better than the maximum of any other city in Scotland, he claimed.

At a meeting of the health committee Mr. W. K. Fitzgerald, a member of the Master Butchers' Association, explained that the former container service for meat delivery had been withdrawn at short notice. Satisfactory arrangements had been made for delivery by open lorries, he added.

An A.E.C. 10-cu.-yd. Dumptruck similar to this example will be exhibited at the Geneva Motor Show from March 10-20. It has an Edbro-B. and E. 15 DN Mk. IV hoist with power return. The other A.E.C. exhibit is to be a Mandator short-wheelbase tractor, with semi-trailer.



B.T.C. Proposals for Scotland Opposed

PLANs by the Scottish Area Board of the British Transport Commission to re-organize road and rail transport services north of Inverness (*The Commercial Motor*, February 12) have met strong opposition from local and county councils.

A meeting of civic and county representatives from a wide area round Inverness met, in private, on February 11 and through their spokesman, Mr. Robert Wotherspoon, Provost of Inverness, said they will approach the Prime Minister in an attempt to gain a public inquiry into the Commission's proposals.

In the meantime, they have asked the Commission to delay the start of its co-ordination scheme, which was to have come into effect at the end of next month, until their request for a public inquiry had been considered.

The Commission's proposals include the closing of 30 railway stations and two branch lines. The railways would then concentrate on long-distance services and, in collaboration with the bus undertakings, arrange alternative services for short distance and intermediate travel.

TRAILERS BY RUBERY OWEN

A TRAILER equipment department has been set up within the motor division of Rubery Owen and Co., Ltd. From March 31 it will be under the joint management of Mr. J. T. Pierce and Mr. E. Pike.

Bull Stake Motors (Darlaston), Ltd., Darlaston, Staffs., have been acquired by Charles Clark and Son, Ltd., Chapel Ash, Wolverhampton, a member of the Owen organization.

DESERT BUS WANTED

TENDERS have been invited by the Tanganyika National Parks for the supply of a 20-seat desert bus, with air conditioning, to institute a regular service across the Serengeti National Park.

The surface of the road on the 100-mile route varies from deep mud to volcanic dust, and four-six-wheel drive is essential. The road climbs 2,000 ft.

Gas Turbine for Mining Truck

A REGENERATIVE gas-turbine engine is to be installed in a vehicle to be used for hauling ore from an open pit mine of the International Nickel Co. of Canada in the Sudbury division of Ontario.

The engine, a GMT-305 Whirlfire, manufactured by the Allison Division of General Motors Corporation, produces 225 h.p. It is a multi-fuel engine with more than double the power of a piston engine of comparable capacity.

The mine should provide an ideal testing ground for the turbine-engined truck, which will have to travel almost two miles over winding roads, at a gradient of approximately 1-in-12, with a load of 32 tons. The district is also subject to frequent spells of sub-zero temperature.

TASMANIA WANTS INDUSTRY

TASMANIA wants British motor manufacturers to invest in the island's expanding economy, and is sending a four-man industrial mission to this country on April 4. The mission will try to persuade a number of industries to join in the "new industrial revolution" which is turning Tasmania into an important manufacturing state, but the motor industry will be one of the mission's special targets.

One of the most mountainous islands in the world, Tasmania boasts the cheapest hydro-electric power in the southern hemisphere.

FLUORESCENT HEADLAMPS

NEW high-intensity fluorescent lamps fitted lengthwise across the front of vehicles would reduce glare and give greater uniformity of light distribution than present lamps. This is claimed by the American General Telephone and Electronics Corporation, who hope that the development will be adopted by the motor industry for vehicle headlights.

A controllable beam emitted through a 30° window in a fluorescent tube would replace or supplement conventional lights.

Council Members Oppose Ribble

STRONG opposition by members of Swithnell Urban District Council was voiced at Manchester last week when Ribble Motor Services, Ltd., applied to vary their services between Blackburn and Wigan, via Chorley. The variations had been operated on dispensation since the railway line had been closed on January 3.

Previously the direct service had operated at half-hourly intervals, and a semi-circular route at irregular intervals. Ribble proposed to make the semi-circular route a half-hourly service and reduce the headways on the other route.

This would result in the loss of 13 journeys, said Mr. F. D. Walker, for the company. It would still provide adequate facilities and it was the most economical method of operation for the company. There would be no change in services before 9 a.m.

Cllr. G. Taylor said that it would be a retrograde step to reduce the half-hourly service which had been operating for 25 years. It would be inconvenient for people visiting a nearby hospital and old people's home and also for shift-workers.

Observing that Ribble had submitted a number of kindred applications, Mr. F. Williamson, chairman, North Western Traffic Commissioners, said that although details had not yet been revealed, if granted the additional proposals would improve conditions in the area. He granted the applications in hand for a trial period of three months.

At the end of that time Ribble would have to submit a report of the new workings to the Commissioners and the council. If the council were not satisfied, traffic examiners would be sent to review the conditions.

"One Great Jungle of Anomalies"

"THE whole question of concessionary travel on local-authority transport is now one great jungle of anomalies and administrative difficulties, and those anomalies increase almost every week."

Mr. E. Short (Lab., Newcastle-upon-Tyne Central) said this in the House of Commons last week, when he secured permission to introduce a Bill to amend the Public Service Vehicles (Travel Concessions) Act, 1955.

Municipal undertakings, he pointed out, could not grant concession fares on routes introduced since 1954, so that old, blind or disabled persons and children could enjoy low fares on some routes but not others.

Some old people were now housed outside the boroughs in which they formerly lived, and could not travel at concession fares.

The Act solved the immediate problem that arose from the High Court decision in the action brought by Mr. G. Prescott, of Birmingham, in 1954, but had created the many anomalies which he had predicted, said Mr. Short. (The High Court ruled that concession fares were illegal.)

He recalled how he had initiated a Private Member's Bill to give power to local authorities to grant concession fares, but how the Government had amended it so that the resultant Act merely legalized those concessions in force in 1954.

The Government amendment had not given local authorities power to introduce concessions as they saw fit, as Mr. Short had intended his Bill should have done, and as he now wished to promote in his new measure.

Overseas Tours from South Wales

A RESERVED decision of the South Wales Traffic Commissioners has brought another operator into the field of Continental coach tours.

The application was made by Lewis John Bennett, Colin Bennett, Robert Hourmont and Hannah Patricia Hourmont, trading as Continental Tours Agency, for a road service licence to provide a group of six Continental coach tours starting from Colum Road, Cardiff.

British Railways opposed the application. So did South Wales Transport Co., Ltd., who operate Continental tours by coach from Swansea—picking up at Neath, Port Talbot, Bridgend, Cardiff, St. Mellons, Newport and Chepstow in the South Wales Traffic Area.

In their decision the Commissioners state: "The applicants' case was that they should be authorized to provide facilities for people who wished to visit the Continent and travel throughout by coach but could not afford to take advantage of the existing tours. It was not suggested that the South Wales Transport

Company's charges were too high, but the applicants claimed that by providing cheaper, but nevertheless good, hotel accommodation on the Continent, attractive tours could be offered at charges substantially lower than those of the company.

"For the South Wales Transport Company it was stated that their vehicles engaged on Continental tours could take more passengers and if the applicants had proposed to provide services similar to those of the company at similar charges their application would have failed."

LIVERPOOL SHOULD BALANCE

AS a result of economies and the reduction of taxation on buses, Liverpool Transport Department expect a balance on this year's workings instead of having to face a deficit of about £182,500. The estimated deficit has been reduced to about £57,000, but this will be covered by the 1958-59 surplus of £89,000.

A deficiency of about £138,000 is estimated for 1960-61.

Vain Valuation Bid by E.Y.M.S.

AN appeal by East Yorkshire Motor Services, Ltd., against a local Valuation Court decision that their central workshop at Hull Road, Anlaby Common, should be assessed as non-industrial at a gross value of £1,750 was dismissed by the Lands Tribunal in a reserved decision announced in London.

Sir William Fitzgerald, the tribunal president, said two kinds of work were done on the premises—the manufacture and reconditioning of parts and units of vehicles, and the repair and overhaul of them. He said that looking at the hereditament as a whole and what went on in it, it could scarcely be doubted that its main purpose was the maintenance of a fleet of 242 buses. He went on, "The conclusion I have drawn from the evidence is that some reconstruction does take place, but it is entirely subsidiary to the main purposes of the hereditament which are those of repairing and reconditioning."

For these reasons the appeal would be dismissed and the appellants would pay the respondent valuation officer's cost—if not agreed, to be taxed by the Registrar of the Tribunal on the High Court scale.

MINISTER REJECTS APPEAL BY PATON BROS.

THOUGH they agree that restrictive conditions attached to public service vehicles generally are irritating and should be avoided, the Minister of Transport has dismissed an appeal by Paton Bros., Ltd., against the decision of the Scottish Traffic Commissioners refusing to vary the conditions attached to a service between Paisley and Glasgow.

Paton Bros. sought the removal of the condition at an inquiry in Glasgow on November 9, last. The condition read: "A passenger shall not on the same journey both be taken up and set down on that part of the route lying between Paisley (St. James Street) and Broadloan at its junction with Sandy Road, both points included."

The Minister notes that his decision will result in some passengers still having to walk the distance separating the St. James Street area from the terminus of the Renfrew/Paisley services. They share the Commissioners' hope that further consultations between the operators concerned will yield a solution, in the general public interest.

L.T.E. MEN IN CEYLON

IN answer to a request from the Ceylon Transport Board, a four-man team from the London Transport Executive has travelled to Colombo to advise on the reorganization of garages, workshops, stores sections and repair units.

The team is led by Mr. R. D. Gillanders, divisional engineer, who, with Mr. E. W. Claydon, divisional supplies assistant, will stay for six months. Mr. W. C. Cooper and Mr. G. E. D. Heffer, of the department of the chief mechanical engineer (road services), are expected to be in Ceylon for a year.

Bid

Joint Colliery Operator Accused: N.C.B. Thoroughly Dissatisfied

ALLEGATIONS by an operator of colliery services against his co-operator, with whom he ran a joint service, were made before the Northern Traffic Commissioners at Newcastle upon Tyne last week when Mr. Norman O'Hara, of Spennymoor, County Durham, applied to have a condition removed from his workmen's express service licences.

For the applicant, Mr. J. L. R. Croft said his client and Mr. Albert Cadman, who objected to the application, were once in partnership, operating various miners' services in County Durham. In 1948 there was a dissolution of the partnership and each was granted a licence enabling him to provide separate services. A condition was imposed on the licence that each would be "jointly and severally" responsible for the maintenance of the services.

Mr. Croft said that suddenly, in May, 1959, a Mr. O'Neill began to run the buses which Cadman had hitherto operated, and his client had been informed that O'Neill had taken over Cadman's business.

His client waited for an application for the grant of road services licences to O'Neill to be made so that he might give his views on the continuation of the condition, but no such application was lodged.

In June, 1959, the National Coal Board received a letter asking them to make cheques payable to J. O'Neill instead of A. Cadman, and enclosing a bill, the heading of which had been altered in ink from Cadman to O'Neill. The Coal Board at first complied with the request, but later learned that O'Neill did not hold appropriate licences and insisted that cheques should be made payable, as before, to Cadman.

Reported to Commissioners

No application was made by O'Neill to operate the services though the coaches bore his name in place of Cadman's. Mr. O'Hara reported this to the Traffic Commissioners who subsequently were assured by O'Neill that the necessary application would be made.

The Coal Board, contended Mr. Croft, were "thoroughly dissatisfied" with the position, because, on two occasions, there had been breakdowns in the service which should have been provided by Cadman, and O'Hara had been called out, in the small hours of the morning, to provide services for miners.

Because the situation was still unchanged, Mr. O'Hara had made this application to bring the matter before the Commissioners.

Mr. Croft said Cadman had left the district altogether and he considered it unreasonable to make the applicant responsible for any breakdown in services not provided by him.

Cross-examined by Mr. T. H. Campbell Wardlaw, for Cadman, Mr. O'Hara said

that he was not seeking to take over the whole of the services, or to ask for Cadman's licence to be revoked.

Mr. J. A. T. Hanlon, the chairman, pointed out that there was nothing on the licence to show which operator was running any particular journey. "Who are we to prosecute, if nobody turns up?" he asked. Mr. Croft pointed out that the same situation obtained all over the Area. Mr. Hanlon said they had the right to prosecute them both—both were jointly and severally liable. Mr. Croft said that the condition was a "most unusual" one to find upon a licence.

Mr. Hanlon said that since the matter had been brought up and the possible difficulties examined, the whole question should be reviewed.

Mr. Wardlaw then stated that his client would not resist the application to remove the condition, but he could not see that it was in the interests of the N.C.B. to have the condition deleted.

Verbal Arrangement

Mr. Albert Cadman said he had decided to move to Ilkley and had made a verbal arrangement with Mr. O'Neill, whom he had once employed, to manage the business and eventually to purchase it. He was in the course of forming a company which would make application for the licences.

Mr. Cadman said he had received no money and seen no accounts though, he contended, he was still the owner of the vehicles and the business.

Mr. A. G. Mein, legal adviser to the Durham Division of the Coal Board, said that, in view of the difficulties they had experienced, and the evidence during the hearing, the Board would almost certainly now terminate their contract with Mr. Cadman, and would like to be in a position to offer the whole of the service to Mr. O'Hara.

Mr. Wardlaw challenged the Board to produce one letter of complaint. In view of what Mr. Mein had said, the matter would be taken up "at Board level," and he asked the Commissioners to adjourn the application so that his client could consider what action he should take.

Mr. J. O'Neill was called to explain his position, and the application was adjourned.

CUTS IF TAX CONTINUES?

FURTHER drastic cuts in rural bus routes and increases in fares might be the result of the continuation of the fuel tax, said Mr. T. G. Davies, general manager of the Western Welsh Omnibus Co., Ltd., last week.

Some rural services were losing up to 1s. a mile, he added, and the company were paying about £250,000 a year, or one-tenth of their total expenditure, on fuel duty.

If the tax were abolished or reduced, Mr. Davies considered that fares would at least be stabilized.

Out of a Heatwave Into the Court

HHEATWAVE conditions last July led Mr. Oliver Cromwell Bishop, a Coalville, Leicestershire, bus proprietor, to Coalville Magistrates Court this week for failing to comply with the conditions of a road service licence on three Saturdays in August.

Mr. Bishop pleaded guilty to three charges and was fined £5 for each. Mr. J. C. Bray, prosecuting, told the court that Bishop's licence allowed him to run four express coaches from Coalville to Great Yarmouth on August 1, 8 and 15.

On August 1 a check at Thurnby, Leicestershire, revealed that five coaches were in use and a like number was on the road when a check was made at Bushby the following week. On August 15, an inspection at Great Yarmouth showed that six coaches were being used. Some of these had been hired from other firms.

For Mr. Bishop, Mr. John Rodgers said he had been ill at the start of 1959 and his daughter had helped him with the office work until she had a baby. His son-in-law then took over but he had not the necessary experience.

The hot July weather caused numerous late bookings and it did not occur to the son-in-law that there was a limit to the number of coaches which could be used.

PAIGNTON TOUR WOULD HIT EXPRESS SERVICE

WHEN Barton Transport, Ltd., Nottingham, successfully applied to the East Midland Traffic Commissioners last week to operate a tour to Paignton, Associated Motorways, Ltd., claimed that it would affect their Scunthorpe-Paignton express service.

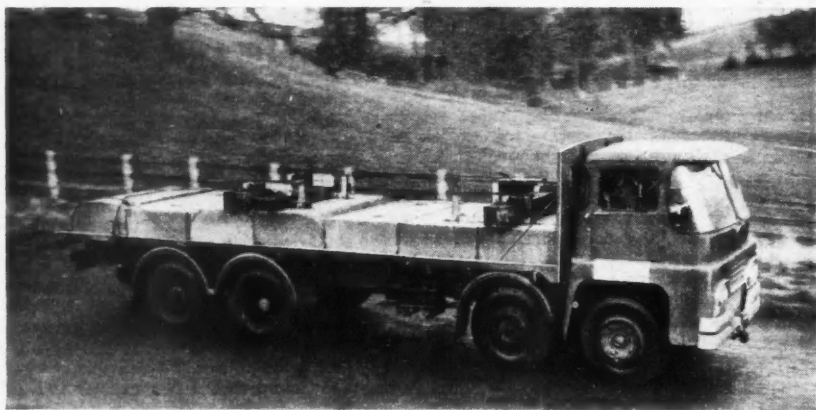
This passed through Nottingham. Barton's customers had demanded a tour involving staying at only one hotel rather than putting up at a number. The proposed tour would cost £21 and last for six days. The applicants offered to delete a seven-day Devon tour if the application were granted. They were supported by 11 witnesses.

The grant allowed operation from the first Sunday in May to the last in September. Picking-up at Loughborough was barred, but a further application if sufficient need became apparent was invited.

"WIPE OUT U.T.A. DEBTS"

THE "colossal" debts which the Ulster Transport Authority had no hope of redeeming would have to be written off, said Mr. W. Fitzsimmons in the Ulster Parliament last week. He thought that there was room for great economies within the undertaking.

The Authority wish to go before the Transport Tribunal to seek to avoid a big disturbance of their fares structure. An adverse ruling by the High Court last July, concerning bus fares between Rathcoole and Belfast, affects the whole charges system.



With a top speed of over 40 m.p.h., the Guy eight-wheeler could keep up a fair average on level stretches. The well-distributed test load of concrete and iron blocks will be noted.

By
John F. Moon,
A.M.I.R.T.E.

LIGHT *and* BRIGHT —the Guy Warrior Eight

BECAUSE of its remarkably low unladen weight, the Guy Warrior Light 8 eight-wheeler can carry a genuine payload of 17½ tons, which could be increased by at least ½ ton by the use of a light-alloy body. It has the greatest payload capacity of any rigid vehicle manufactured in this country to operate at British maximum legal ratings.

That fact alone makes it attractive to British operators, but arising from the low weight and consequent use of a smaller engine than is usually employed in eight-wheelers, is an additional advantage—exceptional fuel economy. A consumption rate of 9.25 m.p.g. was obtained on test over a typical stretch of trunk road, whilst even when driving "flat out" over a route consisting mainly of country roads, 8.63 m.p.g. was returned.

Simple, Lightweight Construction of Guy Chassis Cuts Weight to 6¾ Tons and the Price to £3,304: Small A.E.C. Engine Gives Good Fuel Economy

Much of the credit for this fuel economy undoubtedly lies with the Eaton two-speed axle used in the single-drive rear bogie, which helps to compensate for the low engine power and gives a higher effective top-gear ratio than would be possible otherwise. The two-speed axle is essential for hill climbing also, of course, and materially assists in giving a generally satisfactory road performance.

Low initial price is yet another asset

of the Warrior Light 8. The list price of the chassis, with standard Guy part-plastics cab, is only £3,304, which is a clear £100 lower than the cost of any other eight-wheeler on the British market. The inclusion of eight-wheel brakes in such a low-priced vehicle is even more remarkable.

Although nobody gets anything for nothing, the vehicle is a bargain in most respects. The driver has to work fairly hard to keep up a reasonable average speed—although the synchromesh gearbox is a great help in this respect—and the chassis has a limited hill-climbing performance. Engine and clutch life may be shorter than with heavier models, but the use of an 11½-in.-deep frame should dispel any doubt about robustness.

The Warrior Light 8 first saw the light of day at the 1958 Commercial Motor Show, but the original version was merely a conversion of a long-wheelbase Warrior four-wheeler, and had a 9-in.-deep frame. Last June details were revealed of a redesigned model which was to be built completely by Guy and it was this model which was tested. The June announcement disclosed that

Because of somewhat heavy steering characteristics, the Warrior Light 8 was awkward to take round sharp corners and small roundabouts, as at this one at Shifnal. Nevertheless, the eight-wheeler revealed an ability to cover a difficult route at a high average speed.





Bottom gear, low axle ratio, was needed when the 1-in-8 section of Hermitage Hill was reached, and this ratio was held for 14 minutes out of a total climbing time of 8 minutes 10 seconds. Only slight exhaust smoking was observed.

Prior Eight-wheeler

The test vehicle had a 60-gallon fuel tank in place of the standard 40-gallon unit, and alongside it can be seen the test tank used during the fuel-consumption runs. A wide hub step-ring aids access to the cab.

a six-wheeled chassis rated for a gross weight of 20 tons was also to be produced.

The A.E.C. AVU470 oil engine develops 112 b.h.p. when governed to 2,000 r.p.m., or 125 b.h.p. at 2,200 r.p.m., and the peak torque output of 325 lb.-ft. is produced at 1,100 r.p.m. This torque output is almost 100 lb.-ft. lower than that of the smallest engines normally used in eight-wheelers, and I must confess to having been sceptical about the suitability of this unit for a 24-ton-gross chassis.

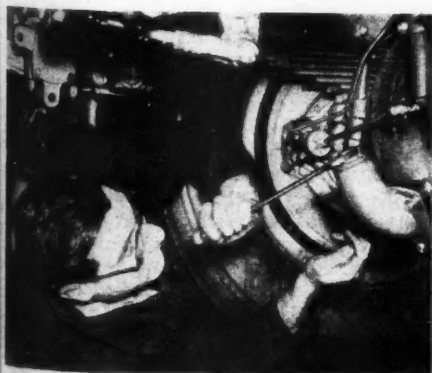
As the acceleration figures show,



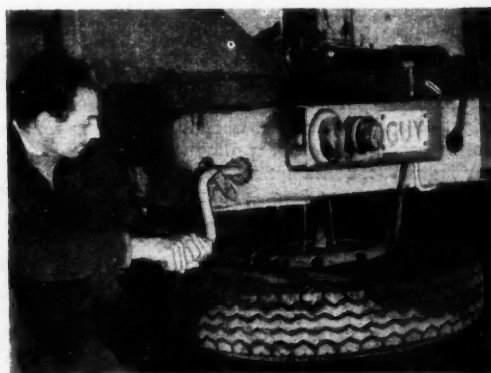
however, the Guy is surprisingly lively and on the flat can hold its own against most other heavy vehicles. The A.E.C. five-speed synchromesh gearbox, combined with the doubled-up ratios afforded by the Eaton axle, is a great help in this respect, although there is

gross, with a rear-bogie loading limit of 16 tons. This was the weight at which I tested it, a Guy driver and myself bringing the weight to 4 cwt. over this figure.

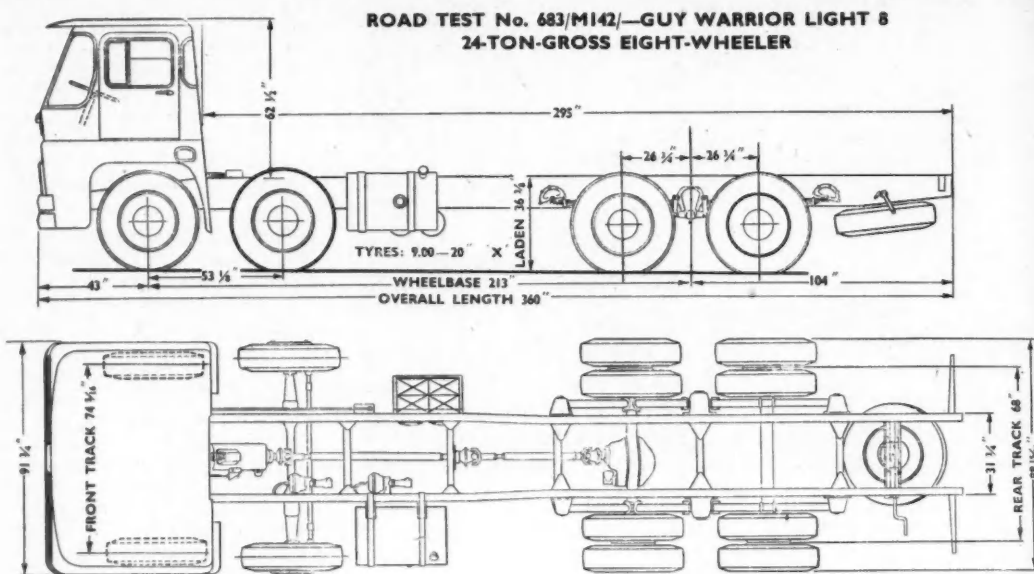
The test vehicle had a standard Guy 24-ft. timber platform body, and the



(Left) A combined filler and level plug is used in the Eaton driving axle, and this simplifies checking the level and topping up. (Right) A winch eases spare-wheel removal and stowage. The wheel is clamped in place by two nuts, and there are two additional safety catches.



ROAD TEST No. 683/MI42—GUY WARRIOR LIGHT 8 24-TON-GROSS EIGHT-WHEELER



MODEL: Guy Warrior Light 8 17-ft. 9-in.-wheel-base eight-wheeled goods chassis, with A.E.C. oil engine, Guy plastics cab and Guy 24-ft. timber platform body.

WEIGHTS:

	Tons	cwt.	qtr.
Unladen (kerb weight) ..	6	15	3
Payload ..	17	4	3
Driver, observer, etc. ..	3	2	
	24	4	0

DISTRIBUTION

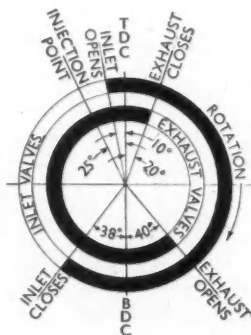
Front bogie ..	8	3	2
Rear bogie ..	16	0	2

ENGINE: A.E.C. AVU470 six-cylindered direct-injection oil engine; bore 112 mm. (4.41 in.); stroke 130 mm. (5.12 in.); piston-swept volume 7.685 litres (469 cu. in.); maximum net output 112 b.h.p. at 2,000 r.p.m.; R.A.C. rating 46.67 h.p.; maximum net torque 325 lb.-ft. at 1,100 r.p.m.

TRANSMISSION: Through 14-in.-diameter single-dry-plate clutch to A.E.C. five-speed synchromesh gearbox, thence by two-piece propeller shaft to the Eaton 18500/800 two-speed axle of the single-drive rear bogie.

GEAR RATIOS: 6.25, 4.4, 2.65, 1.56 and 1 to 1 forward; reverse 6.01 to 1; rear-axle ratios 8.87 and 6.5 to 1.

BRAKES: Clayton Dewandre-Girling split-circuit air-hydraulic system, with Girling wedge-operated two-leading-shoe units at all wheels. Multi-pull hand brake linked mechanically to rear-bogie wheels only. Diameter of drums, front,



FIRING ORDER 1-5-3-6-2-4
COMPRESSION RATIO 16:1
VALVE CLEARANCE 0.012"

15.25 in., rear, 15.5 in.; width of linings, front axles, 4.25 in., driving axle, 6 in., trailing axle, 7 in.; total frictional area, 1,255 sq. in., that is, 51.8 sq. in. per ton gross weight as tested.

FRAME: Pressed-steel channel section, with 11½ in. by 3 in. by ½ in. side members and six pressed-steel cross-members bolted in position.

STEERING: Marles cam and double roller.

SUSPENSION: Semi-elliptic springs, with four springs and balance beams at rear bogie.

ELECTRICAL: 24v. compensated-voltage-control system with 89-amp.-hr. batteries.

FUEL CONSUMPTION: (a) laden, trunk route, 9.25 m.p.g. at 29.75 m.p.h. average speed; (b) laden, hilly route, 8.63 m.p.g. at 25.6 m.p.h. average speed; (c) unladen, 15.1 m.p.g. at 30.8 m.p.h. average speed, that is 223.9 gross ton-m.p.g. as tested (a), and 208.9 (b), giving time-load-mileage factors of 6,661 and 5,348 respectively.

TANK CAPACITY: 40 gal., laden range 345-370 miles according to service.

ACCELERATION: Through gears, 0-20 m.p.h., 27.7 sec.; 0-30 m.p.h., 66 sec.; direct drive (low axle ratio), 10-20 m.p.h., 25.5 sec.; 10-29.5 m.p.h., 53.5 sec.

BRAKING: From 20 m.p.h., 25.25 ft. (17.1 ft. per sec. per sec.); from 30 m.p.h., 59.5 ft. (16.5 ft. per sec. per sec.).

WEIGHT RATIO: 0.232 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 9 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: 67 ft. 9 in. left lock, 74 ft. right lock; swept circles, 70 ft. 9 in. left lock, 77 ft. right lock.

MAKERS: Guy Motors, Ltd., Wolverhampton, Staffs.

kerb weight of the complete vehicle was 6 tons 15½ cwt. About ¼ ton would have been saved had a light-alloy platform body been installed, and it should be possible to reduce the weight of a complete eight-wheeler in licensing condition to under 6 tons.

A laden fuel-consumption test was made first over a 17-mile out-and-return route between Fordhouses and Hatherton. About half this route consists of undulating dual carriageway, and the rest is fairly level but narrow "trunk" road. The complete distance was covered at an average speed of 29.75 m.p.h., although the top speed never rose above 32 m.p.h., and the

fuel-test tank indicated a consumption rate of 9.25 m.p.g.

These figures give the highly commendable time-load-mileage factor of 6,661, which is high for a vehicle cruising at little more than 30 m.p.h.

The fuel test was made in two parts. While at Hatherton I made braking and acceleration tests on a three-lane stretch of the A5 road. The brake tests showed good retardation characteristics, although a certain amount of effect was being lost because of the locking of the driving wheels, a common characteristic with four-spring bogie suspension systems.

There seemed to be a slight delay in

the system, and this was confirmed by a difference of about 11 per cent. between the maximum deceleration readings given by the Tapley meter and the average retardation indicated by the marker gun. As is usual with a multi-pull hand brake, no retardation figures were taken.

In view of the low engine torque output, I was pleasantly surprised by the acceleration figures obtained. The standing-start tests were made with the low ratio of the axle engaged up to 29.5 m.p.h., and had it not been necessary to engage high ratio to top 30 m.p.h., the time of 66 seconds would have been cut to less than a minute.

Similarly, because of the axle gearing, direct-drive times could be taken only as far as 29.5 m.p.h., but the time up to this speed from 10 m.p.h. was most satisfactory.

The spread of ratios afforded by the A.E.C.-Eaton gearbox-axle combination is useful. Low axle ratio gives speeds of 5, 10, 19 and 29.5 m.p.h. in second, third, fourth and top gears respectively, whilst the high ratio yields speeds of 8, 15, 26 and 41 m.p.h. in the same gears. Transmission smoothness in direct drive, low axle ratio, was commendable (a Metalastik transmission damper is fitted at the rear universal joint of the rear propeller shaft).

Hilly Test Route

Following the fuel-consumption test under simulated trunk-haulage conditions, I elected to make a further test along less favourable roads between Gailey, on A5, and Bridgnorth, the route being via Shifnal and along B4379 into Bridgnorth. This run was 23 miles long and at times I had to change into bottom gear to ascend some of the hills. On the open road, however, I was able to keep the Warrior cruising at up to 40 m.p.h.

An average speed of 25.6 m.p.h. was maintained over the course, whilst the consumption rate—8.63 m.p.g.—was by no means as heavy as I had feared it would be. Again, a most satisfactory time-load-mileage factor results—5,348.

Hermitage Hill, Bridgnorth, was used for the hill-performance tests, which were carried out in an ambient temperature of 51° F. This hill is $\frac{1}{2}$ mile long and has an average gradient of 1 in 12 and there are sections of up to 1 in 8. The total climbing time was 8 minutes 10 seconds, during which I brought the vehicle to a standstill twice because I missed changes with the two-speed axle.

I had to get down into bottom-low to breast the steepest section, and at this point the road speed fell to 2.5 m.p.h., which would be equivalent to the engine speed at which maximum torque was being developed. Only slight exhaust smoking was observed during the climb and the engine coolant temperature rose from its normal 182° F. by only 4° F.

To check for fade resistance I coasted the eight-wheeler down the hill in neutral and used the foot brake to keep the speed down to about 20 m.p.h. This severe test reduced the maximum braking efficiency by a mere 11 per cent., offering yet further proof of the anti-fade effectiveness of eight-wheel brakes on an eight-wheeler.

I then returned to the 1 in 8 section and there I stopped. A fair amount

of effort was required on the hand-brake lever to restrain the vehicle from rolling back, but, once stationary, I just managed to make a bottom-low full-throttle restart. The technique was to apply full throttle, slip the clutch violently while releasing the hand brake, and then to let the clutch in sharply. A slight amount of wheelspin resulted, but the chassis finally moved away.

I would reckon 1 in 8 is about the steepest slope on which the chassis could safely be restarted, although it should be able to climb short sections steeper than this where it is possible to take a run at the gradient.

The unladen fuel-consumption test was made at a gross weight of 6 tons 19½ cwt. and the Fordhouses-Hatherton course was used again. The same maximum speed was observed and the resulting overall average speed was little higher than that recorded with the fully laden vehicle. The consumption rate of 15.1 m.p.g. is yet another advantage to be derived from the lightness of the vehicle and indicates that an overall consumption rate of about 12 m.p.g. should be obtained in service when running laden in one direction only.

There is no disguising the fact that the Warrior Light 8 can become a little tiring to drive on hilly, twisting roads. A fair amount of gear changing is almost continually necessary and the steering is heavy. I put this down to the somewhat simple construction of the 4-ton axles used at the front bogie.

Heavy Steering

Steering is particularly heavy at low speeds, and when reversing into a side turning on full lock it is almost impossible to straighten up the wheels until the vehicle moves forward again.

A conventional brake pedal gives good "feel," whether laden or unladen, and the gear-changing action is reasonable in view of the fact that a remote linkage is not employed. Because of the plastics engine cowl, the engine noise penetrating into the cab is passably low at normal speeds.

Details of the cab and its fittings which I did not approve were the diminutive rear-view mirrors (2½ in. by 6 in.), which are badly placed, and the thoughtless location of the horn push. This is on the off-side door pillar, where it can be inadvertently operated by the driver's right knee. If it were about a foot higher on the same pillar it would be more convenient.

The absence of a main-beam warning light is regrettable, particularly on a vehicle with powerful paired headlights, and I would still like to see additional grab handles to assist access

into the cab and an improved design of door-lock mechanism. These are both points about which I wrote with regard to the Invincible (*The Commercial Motor*, January 1).

In view of the low price, however, it is perhaps unfair to complain about details, as generally the cab is well thought out and comfortable.

With the exception of access to the fuel filter, maintenance on the Warrior Light 8 reaches a high standard, and operators should find no difficulty in keeping the vehicle up to scratch. The tasks that I carried out were mainly of a fundamental nature, but the ease with which I was able to complete them made a refreshing change.

Water Level Checked

The first job was to check the water level, and the radiator filler cap is easily reached by lowering the "Guy" name plate in the cab front panelling. This check took 15 seconds.

To reach the engine dipstick, the upper cowl section has to be removed completely (it is secured by four spring clips) and this level check occupied 1 minute 20 seconds.

There is a large combined filler and level plug in the left side of the gearbox and I was able to verify the gearbox oil level also in 1 minute 20 seconds. A similar arrangement holds good for the Eaton axle, but because the plug is easier to reach, this level check took only 35 seconds.

Brake adjustment also proved to be easy. Each Girling unit has a single square-headed adjuster, and by jacking up each axle at the centre, so as to lift both wheels off the ground simultaneously, the brakes on each rear axle were adjusted in four minutes and those on each front axle in 2 minutes 10 seconds.

As a final timed check, I dismantled and re-stowed the spare wheel. The wheel has a winch mounting, and removal entailed detaching two self-locking nuts (which necessitated lying beneath the wheel), releasing two safety catches, and lowering the wheel to the ground. The procedure is reversed for re-stowing. These two tasks took 4 minutes 10 seconds and 3 minutes 10 seconds respectively.

The standard of general accessibility is commendable and shows that with a little care a commercial vehicle can be easy to work on. For the benefit of those people who might think that I am always able to work under ideal conditions, I might add that immediately before I carried out these tasks, the Guy had been standing outside in a snow storm, so that every time I got underneath the vehicle I was drenched by melting snow.

Guy Invincible Tippers For Poland

AN order for 11 six-wheeled tippers has been received from Poland by Guy Motors, Ltd., Wolverhampton, and the first of these vehicles has already been delivered. They are based on Invincible Mark II chassis and are being shipped out complete with Edbro scow-ended bodies.

The chassis have left-hand drive, and are powered by Leyland O.680 11.1-litre oil engines rated to develop 150 b.h.p. at 2,000 r.p.m. ZF constant-mesh six-speed gearboxes with power take-off units have been specified.

The double-drive rear bogie used on these chassis incorporates a limited-slip third differential, and the worm axles have a reduction ratio of 8.25 to 1. The axles carry 11.00-20-in. (16-ply) twin tyres, and single tyres of this size are used on the Kirkstall heavy-duty front axle.

Power-assisted steering is fitted and Armstrong telescopic dampers are incorporated in the front springing. Rear suspension consists of four semi-elliptic springs with balance beams. Girling two-leading-shoe brake assemblies are used on each axle; the drum diameter in each case is 15.5 in. These wedge-operated units are actuated through a Clayton Dewandre dual-circuit air-pressure system.

Another order received by Guy from overseas has been for 10 18-ft.-wheelbase passenger chassis for South African

This tipper is one of 11 being supplied by Guy Motors, Ltd., to Poland. The Invincible chassis has a Leyland engine, a Guy part-plastics cab is fitted and the body is of Edbro manufacture.

Railways. These vehicles are of the trambus type, in which the Rolls-Royce B81 Mk. 70H petrol engines are mounted well ahead of the front axle, a layout which enables a front entrance to be incorporated.

The ZF six-speed synchromesh gearboxes have air-assisted gear-change mechanism, and the Kirkstall hypoid rear axles have a reduction ratio of 7.16 to 1. The gearbox is mounted separately from the engine and clutch.

Girling brakes are used on both axles, and they are actuated through a Bendix-Westinghouse dual-circuit air-pressure system. Woodhouse-Monroe telescopic dampers are employed at both axles,

and the vehicles are rated for a gross vehicle weight of 10½ tons, the maximum permissible front axle loading being 5 tons.

In South Africa the chassis will be equipped with 35-ft. by 8-ft. 2½-in. semi-luxury passenger bodywork. Six further chassis of this type, but smaller and powered by Rolls-Royce B60 petrol engines, are also to be constructed.

A further South African order is one received from Johannesburg Municipal Tramways for 20 more six-wheeled double-decker passenger chassis, similar to the 10 supplied in the early part of 1958. These new chassis are to have semi-automatic gearboxes.



Four-wheel Steering for Long Beam Transporter

INDEPENDENT four-wheel steering endows the newly introduced Simmons Mark II/I four-wheel-drive transporter with a turning circle only slightly greater than its overall length of 41 ft. 6 in. Twelve of the new transporters are being built and will be used to carry steel reinforcement bars and concrete beams during the construction of a new atomic power station.

The first vehicle produced has received Ministry of Transport approval and can be used on the road when the steering action of one axle is locked. It has a wheelbase of 25 ft., giving appreciable overhang front and rear. The Ford 4D engine which drives the vehicle is mounted on the front overhang.

It is coupled to a four-speed gearbox, the drive then passing to an F.W.D. transfer box to which are coupled the drive-shafts to the front and rear axles. The F.W.D. unit provides reduction ratios of 2.5 to 1 and

1.5 to 1, the complete transmission giving eight forward speeds and two in reverse.

For road work, the driver sits facing the engine, which is then at the front of the vehicle. On site he changes to another seat to sit with his back to the power unit so that he can see the extremities of the vehicle more easily.

Driving controls are not duplicated but are arranged so that they can be operated from both driving positions. Twin steering wheels control the power-steering gear on both axles. This method of steering permits the vehicle to be driven sideways,

allowing it to be placed quickly against ramps in a convenient position for side loading and unloading.

Payload is 10 tons on the 12.00-20-in. single tyres fitted and the vehicle has a maximum road speed of about 16 m.p.h. Concrete beams up to 40 ft. long can be carried and these rest alongside the cab structure. The present open cab will be replaced eventually by a weatherproof structure.

The transporter is produced by Simmons Engineering, Botley Road, West End, Southampton.



Twelve of these vehicles, powered by Ford 4D engines, are to be built to carry materials for the construction of a new atomic power station. They may be used on the public road if the steering action on one axle is locked.

Rebuild Cities for Private Motorists—Mr. Brunner

CITIES could never escape the forces of technological change. Failure to adapt meant decline, and a great and challenging task, the renewal of our cities, confronted us. This was stated by Mr. Christopher Brunner, vice-chairman of the British Road Federation, when he presented a paper, "Cities—Living with the Motor Vehicle," in London yesterday.

The impact of vehicles on urban areas had created one of the most intractable problems of the present time, he said. The improvement of cities could not be brought about by a patchwork of small reforms: the task must involve physical rebuilding of our civilization and shedding the belief that nothing effective could be done.

Paradox of Growth

In England and Wales 40 per cent. of the population lived in six giant conurbations, and in Scotland a similar proportion of the population lived around Clydeside. The main criticism of these conurbations was that they sapped vitality from other parts of the country. It seemed paradoxical that the demand for industrial and office sites in urban centres should continue to grow at a time when modern communications reduced the necessity for centralization.

Urban centres attracted people because of the variety of employment to be found in them. Increasing car ownership and people's desire for a house and garden had put great pressure on conurban populations to expand. The five-day week encouraged folk to live at distances from city centres. If people had to travel to and from work six days a week and had only one day at home, they would think twice about living far from their work.

Attempts to encourage industry and people to move away from the conurbations had not succeeded. Urban areas were continuing to grow in population and there were no signs of a reversal of this trend. There could never be a general return to living in small communities. A great part of the population had acquired a taste for urban living, and there was no alternative to making towns and cities better places in which to live and work.

Car for Every Adult

Mr. Brunner stated that no one had been able to envisage for Britain a mode of life which did not remain predominantly urban, and towns must therefore be adapted to satisfy the basic needs of living. The use of cars was the main feature that would shape the future, and there was every indication that eventually there would be a car for every adult.

The challenge of the motor vehicle was sharpest in city centres built in an

earlier age. Although greatly congested by day, they continued to prosper. But there were indications that they were declining in importance. Many urban centres totally failed to serve as a fulcrum of balanced community life. After 6 p.m. during the week and at week-ends they were almost entirely devoid of activity.

The compression of the greater part of public travel into two peak periods five days a week had reduced the total amount of public transport. This had placed a heavy burden on the undertakings which had to provide services in off-peak hours, during which they had to carry large idle resources.

There were two possible courses of future action, said Mr. Brunner. One was to forbid the use of vehicles in the hope that this would make it unnecessary to change the present environment, but no country in the world had taken this line. The other course, and really the only practical one, was to accept the motor vehicle and modify the environment.

"It may be doubted," he said, "whether many civic or even national authorities fully realize the dilemma in which they are placed." There were great attractions in making it impossible,

Failure to Accommodate People's Cars Would Cause Cities—and Their Public Transport Systems—to Decline in Importance

difficult, unpleasant or expensive for people to use their cars in a city. Although action on these lines had sometimes to be undertaken as a short-term palliative, it was as well to consider the long-term effects. There was the risk that a palliative might become permanent policy.

The prosperity of a city depended upon its being able to fulfil its functions sufficiently well for the surrounding population to give it their custom. The shops of one city were in competition with those of any other within driving distance. It was in a city's interests, in fact its absolute need, to attract customers, not chase them away. If the policy were to deter customers, they would disappear, but if the city were to live it should attract customers.

The only way that this could be done was to make it easy and pleasant for them to come into the city and stay there for a while. All potential buyers should be able to get into the "spending area" as easily as possible, leave their cars conveniently and cheaply, and depart with

the minimum of trouble, loss of time or friction with the authorities.

Public transport could and must compete with cars in bringing customers into and out of a town, but the distribution of population over wide areas meant that an increasing number of people would wish to make such journeys in their own cars. Moreover, a city should make it easy for those of its workers who lived outside its area to travel either by public or private transport, and if they used cars to dispose of them while they were at work. Car owners were not going to accept trouble and expense to maintain the prosperity of any city. They would rather switch their pattern of employment and spending to conform with the way of life they preferred.

Motorists Cannot be Harassed

Mr. Brunner said that there was far too general an assumption that it was possible to keep the motorist out of a city or "chivvy" him when he was in it. The consequence must be the diminution of a city's importance and, in the long run, possibly even its extinction. This would neither be to the advantage of the city nor its public-transport system, which would find that it had fewer and not more passengers.

Operators of public transport could not be expected to show great enthusiasm for measures designed to facilitate private transport, but when the stage at which everybody owned cars was approached, it was inconceivable that any government could refuse to make the changes that were needed in the physical environment of life.

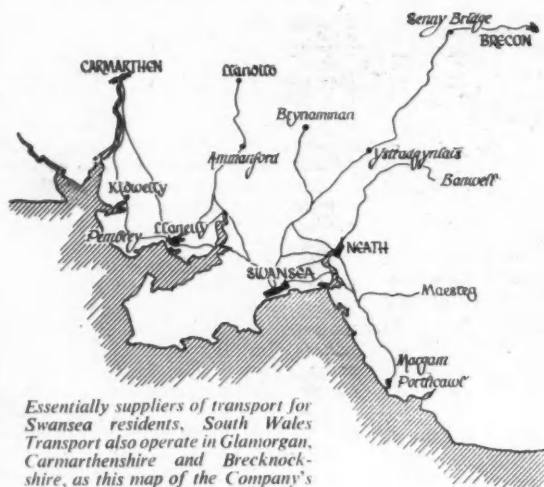
Urban sprawls might suit large countries but not Britain, where there should be a combination of higher density building and the establishment of more new towns. Mr. Brunner said that the ideas of Le Corbusier appealed to him. The architect had suggested the "vertical garden city," with pedestrian and motor traffic separated, and superimposed dwellings rising above a park containing schools, hospitals and clubs.

Multi-storey Parks

Ground space in city centres was too valuable for car parks, and multi-storey garages were essential. It might be expedient for such garages to be subsidized by local authorities to encourage people to spend money in the cities. Although it was more profitable to build for uses other than car parking, a city might have many new buildings but increasingly fewer people because they had nowhere for their cars.

There was bound to be room for public transport, as many people would prefer to leave their cars on the outskirts of a city and continue by bus or train. Mr. Brunner suggested two-shift daily working with movable week-ends to spread peaks in traffic.

He rejected the allegation that urban motorways did not cure congestion. They were an essential part of urban redevelopment and did not "tear the heart" out of cities, although such a hyperbole was fashionable.



Essentially suppliers of transport for Swansea residents. South Wales Transport also operate in Glamorgan, Carmarthenshire and Brecknockshire, as this map of the Company's area shows.

COMPLETE standardization on A.E.C. buses has been made by the South Wales Transport Co., Ltd., who operate stage services in Swansea and the surrounding area. Mr. P. C. Wickens, chief engineer, is thus able to take advantage of the resultant economies. The number of spare parts is kept to a minimum, and servicing and overhauls can be "timed" as each vehicle is almost identical. In addition, fitters become proficient on one type of engine and are able to work quickly as well as efficiently.

The fleet of 355 vehicles is maintained at modern workshops at Ravenhill, on the outskirts of Swansea. It comprises the following models: 111 Regent Mark V; 43 Reliance; four Regal Mark IV; 34 Regal Mark III; 149 Regent Mark III; and 14 Bridgemasters. The vehicles are entirely of post-war manufacture and, as new Reliances come into service, 1949 Regal Mark IIIs are sold.

Bodywork is shared among a number of coachbuilders. The largest single builder is M.C.W. with 255. Others are Willowbrook (53), Park Royal (32), Windover (four), Bruce (six), Roe (two) and Harrington (three). The Park Royal bodies are mounted on Reliance and Bridgemaster chassis; further vehicles of this type are on order.



ONE-MAKE FLEET BOOSTS ECONOMY

The single-deckers seat 44 and 45 passengers on blue leathercloth seats; this material is common to all South Wales vehicles because it is found to retain dust less than moquette. Glass-fibre-reinforced plastics has been used for the rear corner panels from waist to skirt, presenting a smart appearance in the fleet livery of maroon and cream, with black wings and wheels.



(7) Double-deckers, used on the valleys services, parked at St. Mary's Square terminus, Swansea.

(8) A general view of the up-to-date machine shop and unit overhaul area at the Ravenhill works.

(9) Two of the new Reliance single-deckers at the terminus of the arduous route to Townhill.



(1) A recent addition to the A.E.C. fleet picks up at the reclaimed tramway square at Oystermouth.
(2) A Gorseinon-bound Regal single-decker passes a town service bus in Swansea's Castle Street.
(3) The Civic Hall of Swansea provides a modern background for a modern double-decker.

AKEFLEET ECONOMY

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and Country Services are
with Equal Efficiency by
A.E.C. Single- and Double-
uses of the South Wales
Transport Concern



South Wales executives:
(4) Mr. E. C. Hill, traffic
manager; (5) Mr. H.
Weedy, general manager;
(6) Mr. P. C. Wickens, chief
engineer. They control 355
vehicles operating 84 ser-
vices over 850 route miles.

By
D. R. MacGregor,
B.Sc. (Econ.)

Maintenance of the fleet follows generally accepted practice. All vehicles are docked at 80,000 miles, representing 18-24 months' running. Lesser repairs are carried out at the local garages at Brunswick Street and Ravenhill, Swansea, and at Neath, Llanelly and Pontardawe. Main overhauls and engine changes are done at between 240,000-320,000 miles. This target represents the life of the 7.7-litre and 9.6-litre engines, and reflects good maintenance when one considers the many long and difficult hills in the Swansea area. Certain Regal Mark IIIs have been equipped with Mono-control gearboxes and centrifugal clutches for the more arduous routes in Swansea, such as service 12 to Townhill.

The appearance of the fleet is of a high standard and



owes much to the policy of Mr. H. Weedy, general manager. Several double-deckers recently put into service have been left in their original aluminium. It will be interesting to see what will happen to their appearance in the salt-laden atmosphere of Swansea.

Fortunately for Mr. E. C. Hill, traffic manager, the concern's area is compact by ordinary standards. Few routes are more than an hour's journey. The company last year operated over 849.25 route miles on 84 separate services. On 25 of these, however, services are jointly provided, in part or whole, with United Welsh, Western Welsh, Messrs. J. James of Ammanford, Red and White Services, Messrs. Reese Williams, Llynfi Motor Services, West Wales Motor Services and with Messrs. S. Eynon and Sons.



South Wales Transport have the benefit of well-lit and well-ventilated pits in the inspection area. Standardization has proved its economic worth here.

Joint operations are carried on with United Welsh on six of these routes, but the main joint service is Route 1 from Swansea to Ystradgynlais, a 62-minute journey. South Wales operate all the through journeys between the two points, whilst United Welsh and James provide short journeys within a section of the route.

The routes operated by South Wales reflect, in many ways, the geographical nature of the area. Routes out of Swansea run along the coast, either to Neath and the steelworks at Margam, or westwards to Llanelli. The routes to the north run up the valleys to Carmarthen, Ammanford and Landilo, Brecon and Banwen.

Service 28 to Brecon is a two-hourly facility over a varied route, and is the longest stage service operated by the company. As far as Ystradgynlais, the route is more or less industrial, but beyond, the road winds up the valley, through remote countryside, often difficult in winter, to Sennybridge and Brecon. An impression of the area around Brecon can be gained from the fact that the surrounding hills are used as artillery ranges. At Brecon connections can be made with Western Welsh or Red and White services to Abergavenny, Hay-on-Wye and Hereford.

Frequent services are provided in Swansea itself. By far the most difficult routes are 12, 12A and 12B, serving the Townhill area. They are precipitous, with a maximum gradient of 1 in 5. With a 9-minute frequency on all three services, it is gruelling work for the Regal Mark III and Reliance vehicles operated. On the lesser of the town services, a 10- or 15-minute frequency is

sufficient, but on Routes 75 and 76 from Port Tennant to either Brynmill or Tycloch there is a regular 5-minute service. On Route 74 from Sketty to High Street Station there are nine vehicles every hour, giving a 6-7-minute frequency.

In an area such as Swansea, workers' services are numerous. South Wales vehicles operate an hourly service from Swansea and Briton Ferry to the Abbey steelworks at Margam via the new Briton Ferry river bridge. By using the new bridge, the journey time has been reduced by up to 30 minutes. The old route, service 3/42, via Neath, has a regular 20-minute frequency. Other works services are provided to nearby collieries and the Royal Ordnance Factory at Pemberry. The staggering of hours has enabled the same buses to provide transport for the Morris Motors works at Felinfoel, the R.N. Store at Llangenech, and the Trostre steelworks. The company prefer to duplicate services at peak hours rather than to increase frequencies.

In addition to Swansea, town services are provided in Llanelli Borough. These services were acquired as recently as 1952 from the Llanelli and District Electric Supply Co. As the name of the original operators implies, services were operated by trolleybuses, but South Wales have since scrapped these vehicles and the routes are now covered by motor buses. In all, there are 15 different routes in Llanelli: each service number carries the prefix "L." Services radiate from the station or Town Hall Square, and frequencies range from 10 to 20 minutes.

The passing of the South Wales Transport Act, 1959, permitted the Mumbles Railway to be replaced by buses and this was carried out on January 5, 1960. The effect has been to improve the service to one of 6 minutes during peaks between Oystermouth and Swansea, and every 12 minutes between the Pier and Swansea by extending the existing service from Morriston to St. Helens.

South Wales Transport, strangely enough, do not operate any express services. They make up for it, however, by the scope of their comprehensive programme of extended coach tours. They are one of the leading stage operators to enter the field, and they are the only operators in the area licensed to run Continental tours. Their picking-up points extend as far as Cheltenham, where connections can be made with Associated Motorways.

For extended-tours operations there are three basic requirements: good coaches, good tours and good organization. The South Wales coaches are based on the well-proved Reliance chassis and the bodywork is of the Weymann Fanfare design. Additions to the fleet in 1960 will include Harrington coachwork on the same chassis. Seating 37-41 passengers, the coaches have done much to stimulate Continental travel among people living in Swansea. In 1958, one of these vehicles gained an award for comfort at the Brighton Coach Rally. In the same year, it was a South Wales coach that first penetrated the Iron Curtain, when two Fanfares carried out an extended tour of Czechoslovakia.

(Continued on page 83)

GET BIGGER PAYLOADS GET DODGE

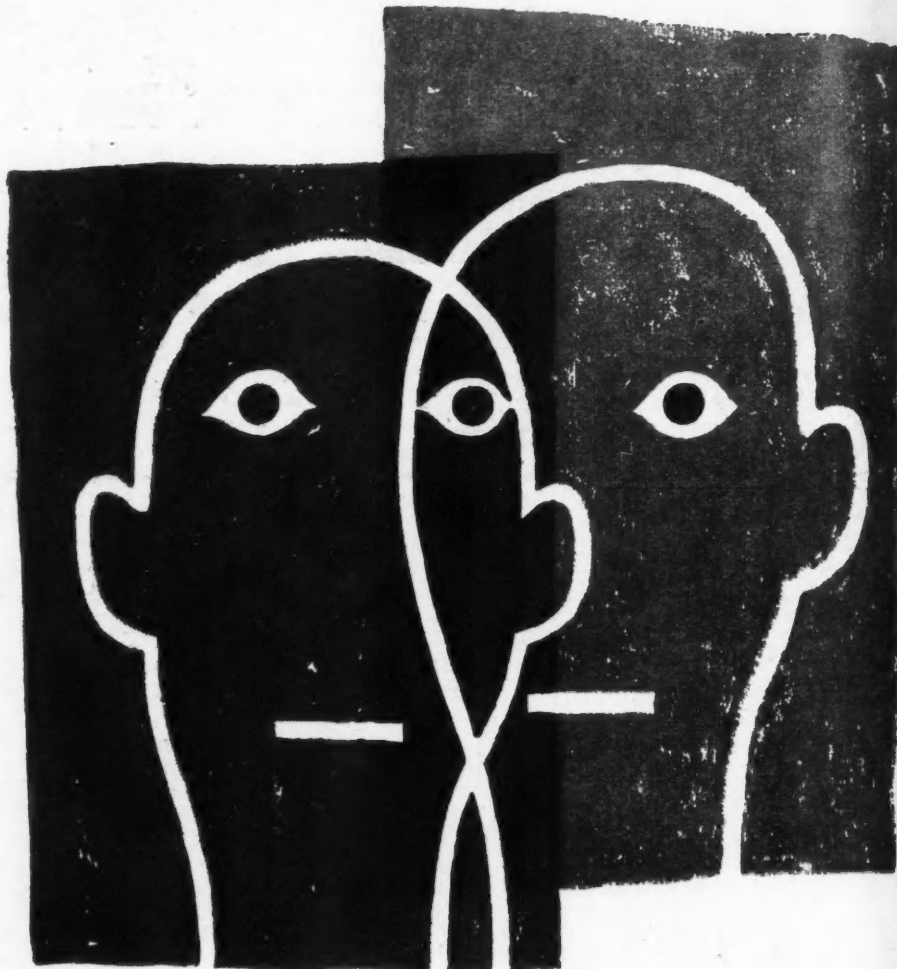
Matching the power of a Dodge is an overall solidity of chassis construction. Day after day a Dodge will stand up to bigger loads and thrive on the toughest kind of heavy duty operations.

Here's the reason why. Giant-like strength is built into every inch of the chassis. Axles, frame, springs and tyres—all provide a generous margin of safety. This is so both in material content and dimensionally. Dodge chassis give you a design that is truly all truck.



THE TRUCK THAT CAN TAKE IT

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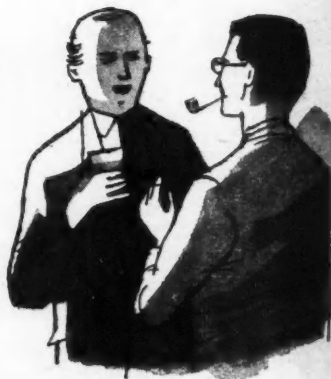
... With costs rising all the time, how can they still make such a fine pump so reasonably? It's against nature...

Then you'd better tell nature to get in touch with Simms. They know how to maintain quality without costing their products out of the market. And that, of course, goes for their fuel pumps, too. Maybe it's volume production—they make enormous numbers of the things nowadays. Maybe it's sheer production knowhow. Whatever it is, they are beautiful pumps. Easy to service, dead reliable. No wonder Simms are the world's largest producers of 4-cylinder diesel injection pumps.

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To cater for these tours, a special department was formed at the head office in Russell Street so that all inquiries and bookings could be dealt with efficiently. Tours of varying duration are run to most Western European countries, and for those wanting extended tours in Great Britain there is a selection which includes Scotland, Wales, the Channel Islands, South Coast, London, and Blackpool. The tours department also deal with private hire and act as agents for Associated Motorways, British Railways (Continental Rail Travel), Butlin's holiday camps,

Silver City Airways, Europabus and the Scottish Omnibus group.

With a fleet of 355 vehicles, South Wales can be considered of medium size within the B.E.T. group, and with a compact area of operation, one is apt to miss the high regard which the Welsh people have for the company. Since 1936, with the granting of the Swansea and District Transport Act, close co-operation has been maintained with the local council. This authority has a share of the profits and there is a joint consultative transport committee.

Letters to the Editor

The Tanker Argument Continues

I SHOULD like to answer the statement by Mr. Alec Mosley, of the Mobil Oil Co., Ltd. (*The Commercial Motor*, January 22), that National Benzole were not the first company to use 2,000-gal. four-compartment all-product tankers based on the B.M.C. 7-ton chassis. As early as February, 1958, we started discussions with the Austin Motor Co., Ltd., on fitting a 2,000-gal. all-products tank on the B.M.C. 7-ton chassis.

Our prototype was displayed at B.M.C.'s commercial-vehicle shows in May and June last year. The first vehicle was licensed and in use at the beginning of last July. Ten came into operation that month. The picture accompanying this letter was taken last June.

London, S.W.7.

A. MORRIS.

Manager, Motor Transport Department,
National Benzole Co., Ltd.

Work Study May Reduce Turn-round Time

IN a recently published pamphlet of the British Productivity Council, examples of work study are given and it is interesting to find that in one the discharge of vehicles is linked to the studies. A new method of laying pre-cast concrete slabs was adopted to overcome the lack of synchronization of unloading and laying gangs.

"Every lorry load of slabs was examined quickly to determine the best order of laying to suit the disposition of the load," says the report. "By stacking the first few blocks off the lorry in order near the laying gang, and then taking the blocks either from the lorry or the stacks as required, the gang could lay long runs of different types of blocks instead of continually shifting the scene of operation to suit the convenience of the loading gang."

Primarily, the savings were concerned with the speed of slab-laying, but the proper evaluation of results and the further investigation of ideas might well lead to increased efficiency in particular aspects of the combined operation. Although the object of the exercise was not to provide data for the transport side, there is an indirect lesson to be learned for all students of quicker and more efficient handling of loads.

Photographic evidence to support National Benzole's claim to be the first operators of 2,000-gal. tankers on B.M.C. 7-ton chassis.

Increased efficiency in this particular operation could result in further savings in unloading labour and thus automatically reflect favourably in reduced standing time for the vehicles involved. It is unfortunate that few people have seen fit to link their efforts to transport, and that transport operators have failed to explore time and motion studies in conjunction with their larger and regular customers.

Southend-on-Sea.

TRUNKIE.

Differences in Front-entrance Bus Bodies

ACCORDING to the description of some front-entrance bus bodies being built by Massey Bros. (Pemberton), Ltd., Wigan (*The Commercial Motor*, February 12), the three being constructed for my undertaking are similar to one which is being built for Baxter's Bus Services, Ltd., Airdrie. In fact, the bodies which I have ordered are quite different in the following respects:

(1) The staircase of the Morecambe bodies is not of Y formation, but is what we have come to regard as an orthodox front-entrance stairway. (2) Baxter's vehicle is a low-bridge type with a side upper-deck gangway. Mine are Hybridge models with a central upper-deck gangway. (3) On the Morecambe vehicles there is no space behind the driver's compartment for the conductor to stand. Space for him has been provided by using only a single seat on the near side to the rear of the entrance.

Morecambe.

A. V. RIGBY,

General Manager,

Morecambe and Heysham Transport Department.

[The description published was based on information supplied by Leyland Motors, Ltd., whose chassis are being used.—Ed.]



New Equipment**Determining Decibels**

BY using transistors Dawe Instruments, Ltd., 99 Uxbridge Road, London, W.5, have produced a self-contained sound level meter with overall dimensions of 8½ in. by 5½ in. by 3½ in. which weighs only 4 lb. The type 1400 E meter, as it is designated, could be used to measure the noise produced by a vehicle or the sound level in passenger compartments.

It could also be employed to check the quiet running of transmission components and similar items. The unit incorporates a microphone and the reading is indicated on a semi-circular scale. It is powered by a dry battery.

Theft Prevention

A COMBINATION lock which replaces the normal ignition switch is the basis of an anti-theft device for vehicles developed by Mr. A. T. V. Johnson of the Melton Garage and Engineering Co., Ltd., Melton Mowbray, Leics. The lock breaks the electrical circuit until the correct combination has been applied to its dial.

When the vehicle is left unattended an additional switch is put in the "on" position to guard the main lock, with the effect that, if the lock is tampered with, the vehicle's horn or an additional warning device is brought into action. The doors of the vehicle can be protected by a second combination switch.

Hydraulic Hose

A BRITISH-MADE hydraulic brake hose reinforced with high-tenacity synthetic fibre has received the approval of the American Society of Automotive Engineers. Prior to this, only hose incorporating rubber had met their stringent specification.

The hose and its metal end fittings are manufactured by Tecalect, Ltd., Plymouth, Devon, who state that the complete assembly greatly exceeded the A.S.A.E. safety and performance requirements. A number of American vehicle manufacturers are already testing the Tecalect hoses.

Rope Marketing

TOW ropes produced by R. Perry and Co., Ltd., 90 Church Street, Birkenhead, have been marketed for many years by Holt Products, Ltd. This arrangement has been discontinued and the ropes are now available direct from the manufacturers.

Two types are offered. The KKL toggle rope requires no special fittings. Each end carries a cross-piece which is passed around the axle or other towing member and then pushed through a double section of the rope to form a c22

loop. The sizes available are suitable for towing 1½, 3 and 5 tons.

The KKL nylon rope is 1 in. in circumference and 12 ft. long. Conventional shackles are fitted at its ends and it has a breaking strain of 2,000 lb.

Telephone Hire

BATTERY-POWERED telephones are offered for hire by Harvid Commodities, Ltd., 84 Baker Street, London, W.1. The handset units are self-contained and can be connected up by the hirer using ordinary bell wire. They are powered by dry batteries.

The units can be rented for as short a

This concrete-carrying body is a new attachment for the Muir-Hill 10B dumper on which it is shown. The body has a liquid capacity of 2 cu. yd. on a 1-in-10 gradient.



Transistors make the Dawe 1400 E sound level meter light and compact. It is self-contained and powered by a small dry battery.

period as three months and cost 4s. a week for two instruments or 3s. a week for hire of two years or over. This charge includes replacement of batteries.

First Aid

ADHESIVE plaster in a novel pack which makes it particularly suitable for carrying in the document pocket or dashboard compartment of a vehicle is offered by Trico-Folberth, Ltd., Great West Road, Brentford, Middlesex. The plasters are wrapped in transparent plastics sheet and contained in a coloured plastics cover to make up a booklet, hence the name, Plastabook. It costs 3s. 6d.

Clean Cutting

THE tungsten arc process originally developed by the Linde Company of the Union Carbide Corporation for cutting readily oxidized metals such as aluminium, stainless steel, titanium and copper, is now marketed in this country



by British Oxygen Gases, Ltd., Bridge-water House, Cleveland Row, St. James's, London, S.W.1, in arrangement with Union Carbide, Ltd., 103 Mount Street, London, W.1.

A non-consumable electrode working in a stream of gas is the basis of the process which provides a high cutting rate and leaves a metallurgically clean cut edge free from contamination.

Concrete Dumper

AN improved concrete-carrying body is offered by E. Boydell and Co., Ltd., Old Trafford, Manchester, for use with the standard Muir-Hill 10B hydraulic dumper. The body has a liquid capacity of 2 cu. yd. on a 1 in 10 gradient.

The unit is primarily designed for carrying concrete from batching plants to sites in cases where the distance is too short to merit agitators or vehicle-mounted mixers. It provides a tipping height of 4 ft. 6 in.

For slow discharge when partially tipped a vibrator unit can be fitted below the body mouth, whilst a chute can be supplied for ground level delivery.

Six-wheeler Braking

A RECOMMENDATION for the layout of braking systems on four-wheeled vehicles converted to six-wheelers by the addition of a trailing axle has been put forward by the Clayton Dewandre Co., Ltd., Titanic Works, Lincoln.

On some conversions the hydraulic brakes on the third axle have been connected direct to the existing Hydrovac on the original vehicle. However, this unit is not of sufficient capacity to operate brakes on three axles. The correct practice is to introduce an additional slave vacuum-hydraulic servo, with its own reservoir, into the system to provide third axle braking.

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Better Let a Lawyer Conduct Your Applications

IF, after an application has been listed for public inquiry, it is decided to seek an adjournment or not to proceed, it is essential to notify the Licensing Authority and any objectors in good time. Failure to do so wastes public money, causes irritation and creates a very bad impression which could well be prejudicial in the future.

When the application is heard it is usual for the applicant or his legal representative to outline the case and the evidence to be given. Even in minor applications or renewals without variation, there is a great advantage in having proper legal representation, as questions of normal user and other complications can arise without warning.

When the applicant and his witnesses give evidence, care should be taken to avoid conflicting statements. All too often an applicant tells the Licensing Authority of a customer's need for additional vehicles without having first established the extent they will be used. It is no use asking for an additional vehicle if it is to be used for only two or three hours each week.

The court should be told what inconvenience will be caused if a grant is refused, and many applications have foundered because this could not be proved. Evidence is of little use if the Licensing Authority and other persons concerned cannot hear what is being said. The witness who speaks slowly and in a loud clear voice creates a good impression and gets over all the important points. During cross-examination, the objectors should not be given a chance to confuse the issue by lengthy answers to questions, when a straightforward "yes" or "no" will suffice. Above all, no allegations should be made against objectors, unless they can be substantiated.

Although evidence is not given on oath, Section 34 (3) of the Road and Rail Traffic Act, 1933, provides for punishment by fine or imprisonment of any person who knowingly makes a false statement in order to obtain the grant or variation of a licence. Also Section 9 (4) of the Transport Act, 1953, provides that an A or B licence may be suspended or revoked if the holder submits false statements of fact or intention.

If there has been a departure from the terms of the existing licence during its currency, or irregular operation, the applicant's legal representative should know the facts, in order to meet any contingency. Even though objectors may not raise questions of illegality without prior notice, if such information came out during the hearing, other than voluntarily, the result could be disastrous, and lead to revocation or suspension.

Although little value is attached to letters by themselves, they can be useful in supporting verbal evidence, for instance to indicate a general increase in trade in a district, or to show the number of additional witnesses who might have been brought.

If the objectors call evidence, an applicant should ensure his own legal representative has facts that can be used to question their ability to provide the services required, or refute their submissions against a grant.

Certified figures and other documents in support of the application should be handed in at the opening of the case, with sufficient copies for the objectors, the applicant and his lawyer. Unless they are kept as simple as possible, the objectors may seek an adjournment to study them further.

The Transport Tribunal have suggested that, in important cases, it would be an advantage if documents were exchanged before the inquiry. This is sound advice, provided the applicant is satisfied that the objectors are prepared to follow suit.

Evidence of excessive hiring, while useful, should not be regarded as the main plank, for if a haulier meets the requirements of his customers by handing on some work to other hauliers, this shows that facilities do exist to meet the requirements of those customers.

For example, hiring can mean many things such as: an increase in business with a particular customer who has ceased to use other hauliers; the conduct of a

clearing-house business side by side with one's own haulage business; deliberately taking on more work than can be handled to build up a "hiring" case; or hiring to carry traffic to places from which back-loads are poor.

Where cases are adjourned part-heard, and it is desirable to have a record of the proceedings, a transcript of the short-hand notes may be obtained through the Licensing Authority.

When objections are concerned with normal user, it should be remembered that no exact definition exists regarding the percentage of work permissible outside the normal user of an A licence. The percentage seems to vary according to the particular traffic area. In Scotland, for example, there are licences which define it as anything from five to 25 per cent., according to the particular traffics. In other areas, percentages are not used on the licence and the user is distinguished by the word "mainly." For these reasons an applicant should not give an undertaking to do no work outside his user, nor should he worry unduly if it is sought to eliminate traffics and areas which are not a large percentage of the total work. The important point is that if they are mentioned at the inquiry, it

cannot later be said that they were not disclosed at the time of the application.

However, although he is entitled to do any work which comes along occasionally, with an A licence, once it becomes general, a haulier must take steps to regularize it.

When an unopposed application is brought to inquiry, it is usually because the Licensing Authority is not satisfied with the figures, or the normal user. Some applicants, having satisfied objectors at Road and Rail Negotiating Committee, have thought a grant would be automatic. This is not so. The Licensing Authority still has to be satisfied there is a need for the continuation of the licence.

An applicant whose application fails may appeal to the Transport Tribunal within one month of the decision.

Proper Legal Representation is a Great Advantage, Even in Minor Cases: Evidence of Hiring May Misfire: Normal User Percentages Vary

By G. Duncan Jewell

THIS is the second of three articles dealing with the difficulties to be overcome in presenting applications for renewal and variation of A and B licences. The final article will discuss back-door methods of entering haulage.

Tax Removal Boosts Sales of Heavy Vehicles

REMOVAL of purchase tax on goods-vehicle chassis last April was probably the main reason for the 16½-per-cent. increase in production in 1959 compared with the previous year. A total of 353,105 goods vehicles was made last year, 50,095 more than in 1958.

The most significant increases were in the heavier categories. The number of vehicles of up to 15-cwt. capacity made rose by 11 per cent. to 185,029, whilst that of 15-cwt.-3-ton vehicles actually fell marginally to 68,580.

dropped by 18½ per cent. to 1,990, whilst trolleybus production slumped from 216 to 69. The number of single-deck motorbuses apparently more than doubled, 15,320 being made last year.

The Society of Motor Manufacturers and Traders explain that the 1959 figure is loaded by 8-12-seat light-van conversions. These were previously returned among totals for goods vehicles. The figures for small buses are not segregated from those for normal single-deckers.

Many small buses are registered as

NEW COMMERCIAL VEHICLE EXPORTS—DECEMBER, 1959

Type	December		January - December	
	No.	Value £	No.	Value £
Goods vehicles, complete and chassis, assembled and unassembled ..	11,718	7,734,998	121,763	76,679,076
Motorbuses and trolleybuses, complete and chassis ..	509	747,732	4,832	8,419,612
Road haulage tractors ..	51	116,825	631	1,671,407
Other descriptions, complete and chassis ..	73	185,421	843	1,916,328
Dumpers and dump trucks ..	—	370,770	—	3,789,641
Industrial trucks ..	—	251,762	—	2,201,793
Trailers ..	—	—	—	—
Totals	12,351	9,407,508	128,069	94,677,857

Production in the 3-6-ton bracket, however, went up by 34 per cent. to 50,589, and in the over-6-ton class by about 62 per cent. This indicates the extent to which makers of the heavier types were affected by the tax.

In the passenger-vehicle category, the output of double-deck motorbuses

private cars. In fact, only 500 8-14-seaters were newly registered as hackneys in the first 11 months of 1959.

Exports last year improved to a total of 128,069 units compared with 121,685 in 1958: respective earnings were £94.7m. and £89.7m.

Australia remained as this country's

PRODUCTION—DECEMBER, 1959

	Dec.	Jan.-Dec.
Goods vehicles, tractors and special types		
Under 15 cwt. ..	19,017	185,029
15 cwt.—3 tons ..	7,773	68,580
3—6 tons ..	5,436	50,589
Over 6 tons ..	5,143	48,907
Totals	37,369	353,105
Passenger vehicles		
Motorbuses, single-deck ..	1,645	15,320
Motorbuses, double-deck ..	196	1,990
Trolleybuses ..	5	69
Totals	1,846	17,379
Grand totals	39,215	370,484
Weekly averages	7,843	7,125

best market for commercial vehicles, taking 14,890 to a value of £8.5m. South Africa took second place, having bought 8,611 vehicles to a value of £6.2m., although in 1958 that country spent £9.2m. on 11,076 vehicles.

Denmark, Finland, Nigeria and New Zealand were the next best customers, in that order. Sales to the U.S.A. rose from 3,436 vehicles worth £1.2m. in 1958 to 6,066 to the value of £2.3m. last year.

Last year's exports of complete vehicles and chassis to five of the six countries which, with Britain, will form the European Free Trade Association were as follows: Denmark, 8,714; Norway, 3,219; Portugal, 1,350; Sweden, 941; Switzerland, 581. Figures for Austria, the other E.F.T.A. participant, are not given by the S.M.M.T.

The total for the six countries mentioned, at 14,905, indicates that trade with other E.F.T.A. countries is already equivalent to that of Australia.

Fluorescent Lamps for Bus Interior and Display Panel

THE Potteries Motor Traction Co., Ltd., have introduced fluorescent interior lighting into one of their Leyland Atlanteans to replace the existing incandescent lights, and made provision for fluorescent illumination of an advertisement panel on the off side.

Twenty-eight of the existing lamps were replaced by 10 2-ft.-long 20w tubes. The former bulbs had a total battery consumption of 14 amp., whereas the tubes consume 10.5 amp. Five transistor converters working at 6,000 cycles per second convert 24v. D.C. to 70v. A.C. for the tubes.

The transistors are installed in the cove panels, and points giving access to them are concealed by advertisements. Two tubes have been mounted in the cove panels, and the remainder are arranged diagonally above the seats. It has been found that a more even distribution of light is given by the fluorescent units, and that total light output is higher although battery drain is reduced.

A separate transistorized circuit feeds 10 identical tubes which illuminate a Littlewoods Pools advertisement. This

measures 18 ft. long by 1 ft. 10 in. deep. The panel consists of three translucent Perspex sheets with the display spray-painted on the back. The sheets are supported in a Clatonrite glazing strip and valance framework made from 16-gauge aluminium sheet.

Tubes and transistors, supplied by Philips Electrical, Ltd., are secured beneath the valance by brackets. An extrusion about 1½ in. beyond the normal body line accommodates the sign and equipment. It is within the 8-ft. width limit.



This picture shows how effective is the advertisement sign attached to a Leyland Atlantean of the Potteries Motor Traction Co., Ltd. It is lit by fluorescent lamps, the current for which is converted by transistors.

MBER, 1959

Dec.	Jan.-Dec.
9,017	185,020
7,773	68,540
5,436	50,589
5,143	48,907
7,369	353,100
1,645	15,320
196	1,990
5	69
1,846	17,379
19,215	370,404
7,843	7,125

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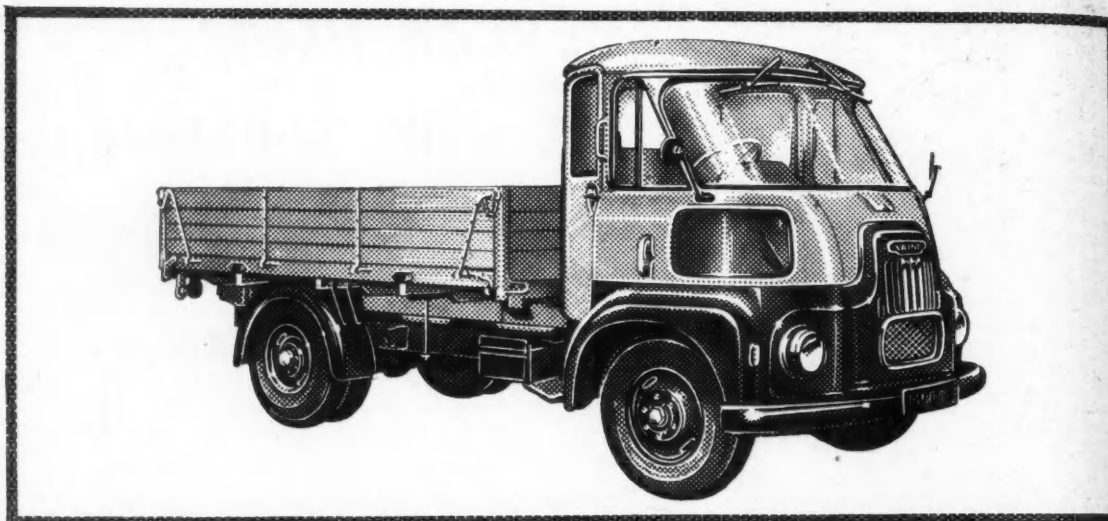
GIANT TYRES

The heavier the load the greater the stress on the tyres. For complete reliability, very long mileage and maximum safety choose from the Dunlop range of Giants. There is a tyre for the heaviest load, a tyre for the roughest roads, in fact, a tyre individually built to suit *your* needs.



Angle planning gives the new B.M.C. 2, 3, and 4 tonners

the most striking advance yet in easy-access cabs



look what new B.M.C. planning gives you—
easy access—safety—economy

Look at that door design—angled for safer vision and easier access. (The doors hardly project beyond the line of the vehicle when open.) Look at the cab design—giving all-round vision, the safest yet! Take a good look at one of these new B.M.C. 2, 3 and 4 tonners—and you'll see that the instant-access panels will cut maintenance and inspection time right down.

Take advantage of this brilliant conception in chassis layout; choose the most forward-looking firm of coach-builders for your bodywork. **Choose Normand Limited.**

Manufacturers of alloy, composite and plastic bodies.

Suppliers of commercial vehicle chassis.

Mechanical, electrical and coachwork repairs of all types.

Heavy and medium engine exchange specialists.

Vehicle contract maintenance.

Contract painting.

Fitting agents for Tecalemit 'Syndromic' and A.C.L. mileage-controlled chassis lubrication.



ALL UNDER THE SAME ROOF AT

Normand

NORMAND LIMITED, PARK ROYAL, N.W.10
Telephone: Elgar 7757 (8 lines)

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Political Commentary

By JANUS

PIPE DREAM

FAIRY tales make their impact by means of a contrast between fancy and commonsense. Shipwrecked on the coast of Lilliput, Gulliver wakes up to find himself a prisoner of the little people. The practical shoemaker who has been unable to understand how his repairs got done by themselves during the night gazes in astonishment at the phantom cobblers stitching away for dear life and no reward. The shrewd, down-to-earth haulier wonders what "normal user" he would propose for carrying Masfield's ivory, apes and peacocks, cedarwood, sandalwood and sweet white wine.

Seldom are the Transport Tribunal moved by a flight of fancy. They are sceptical towards anything they cannot understand. In a recent written decision reversing a grant by the Scottish Licensing Authority, they sum up in a few words the case put on behalf of McKelvie and Co., Ltd., Motherwell, and note in a matter-of-fact way the claim that there are "peculiarities" in the route that it was proposed should be taken by the four articulated vehicles for which an A licence was sought. Like Bottom, the weaver, the Tribunal seemed not to understand exactly how peculiar the circumstances were.

Pipes were the only traffic mentioned. They were to be carried from Motherwell to Blaenau Ffestiniog, over the hills and far away (about 280 miles as the Tribunal note in their precise fashion). For the most part the decision speaks of "piping," almost as if even the Tribunal had been bewitched by distant music in harmony with the horns of Elfland faintly blowing.

The inevitable statistics momentarily shatter the illusion. The pipes (266 of them if you must know) were nearly all 30 ft. or more in length, with diameters up to 10 ft. 8 in. and weights up to 17½ tons each. The Tribunal, in an offhand manner that possibly betrays a lack of true conviction, pass on the account they have been given of the reason for carrying all this ironmongery such a long way. At off-peak times when the generating plant at the Ffestiniog power station is not required for the public supply of electricity, say the Tribunal, it can be used to pump water from a low level to a high level. By returning through water turbines to the lower level the water will then generate electricity at times of peak demand.

Playthings of Giants

That is how it may appear to the man without the gift of second sight. It is the kind of reassuring explanation one would hasten to attach to a fortuitous collection of enormous pipes in a mountain fastness of North Wales. They may more easily be supposed playthings for a race of Welsh giants.

This interpretation fits in better with the rest of the story as told in the written decision. However desperately from their prosaic abode in London the Tribunal endeavour to shed the cold light of reason on the facts, they remain steeped in a Celtic twilight where the centuries blend and blur. As a narrative from the Mabinogion, the McKelvie case might well rank with the greatest folk-tales of all time. As a part of the official record of the Tribunal's deliberations it sits not very easily between Appeal 1959 No. V.49 and Appeal 1959 No. V.52.

There is the puzzle of the 13-ft. bridge—and one may note in passing that the very number has a special significance to the adepts of magic and witchcraft. When first mentioned, the bridge was said to be five miles from the site at Blaenau Ffestiniog. Later it is reported as "in the

region of nine or 10 miles perhaps" and then as between nine and 15 miles. The moment arrives—familiar, one may almost say commonplace, to the addict of the ghost story—when a witness is handed an ordnance map of the district and cannot find the bridge marked upon it. On the other hand, the objectors found two 13-ft. bridges. "But," said the Tribunal, dropping into a mysterious tone possibly in spite of themselves, "neither was on a route which need be, or was or would normally be, taken by vehicles carrying the sort of loads with which we are concerned."

Try as they may, the Tribunal continually find themselves straying into the language of the fairy tale. The opening sentence of such a tale might well be found in the very words with which the Tribunal aimed to put a peremptory end to what they evidently regarded as a hopeless chase through Scotch mist and Welsh rain. "Somewhere on some road in North Wales there was a bridge which was only 13 ft. high." Nobody can read this without wishing to know how the story continues.

Shifts in Time

Even more baffling to the Tribunal were the mysterious shifts in time, which notoriously means nothing to the little folk, although for ordinary mortals there are 24 hours in a day, seven days in a week and 266 pipes in a pumped storage scheme. One sympathizes with the Tribunal. They were told that the timetable drawn up by the haulier provided for a round trip of five days from Motherwell to the site and back. Then they were told that a representative of the manufacturers, when cross-examined in the traffic court, insisted "and not without vehemence" that the piping was to be delivered 24 hours after it had been loaded. Equally confusing was the evidence that the contract would take between 12-14 months, whereas the Licensing Authority had granted an A licence for five years.

For a good part of their judgment the Tribunal mulled over the mysterious vagaries of time and space. Their questions gave them no answers that accorded with chronometers and almanacs, or with rod, pole or perch. They turned with obvious relief to the rude mechanicals from the Ivory Tower who had gone to such trouble to put on a show for the court. The British Transport Commission, who had previously quoted for the job, were able to put forward "evidence of an unusually massive character." It was presented by Mr. Johnstone, the out-of-gauge loading officer, Mr. Fleming, the district goods manager, Mr. Irving, of Pickfords, Mr. Griffiths, the commercial manager, Mr. Ingham, of the Western area, Mr. Dawson, the goods agent, and Mr. Mack, the traffic assistant. Only Peter Quince and Snug the joiner were missing.

The railways made their point and won the decision, which is now part of case law. Who ultimately carries out the job is another question: he who pays the piper calls the tune. There may still be something of interest in the interminable typescript of the proceedings in the traffic court. The Tribunal tell us (typically) that there were 244 typed pages of evidence for the applicant and 178 pages for the objectors. Much of the argument, concerned as it was with 13-ft. bridges that may or may not exist, seemed pointless to the Tribunal; but it is here, if anywhere, that may be found the spells, the runes, the recipes and the conjurations that the appeal judgment seems to call for but fails to provide. Perhaps some student of the occult would like to take the matter further.

Planning for Profit

Complexities of Collection and Delivery Work Necessitate Systematic Recording and Allocation of Customers' Instructions

This Thames Trader articulated vehicle has been purchased by Cedar Homes, Ltd., Guildford, makers of prefabricated timber houses and bungalows. All parts are delivered by road throughout the country.



EXPANSION Means More Difficult CONTROL

MOTORWAYS have understandably been in the news lately and the success of the M1 augurs well for future developments. It should never be overlooked, however, that the prime asset of road transport is its flexibility and the door-to-door service which it alone can offer.

Extensions of motorways and the provision of dual carriageways on existing major roads will undoubtedly facilitate speedier and more economic distribution. But however trunk services of the future may be effected, and even if some form of road-to-rail transfer vehicle or container were employed, collection and delivery by road will always remain a basic requirement for all but a small proportion of the total available traffic.

Significant figures in support of this fact are given this month by the Ministry of Transport in the advance abstract of the "Annual Census of Motor Vehicles, 1959." At September 30 last, there were 1,325,616 goods vehicles, an advance of 57,118 during the year. Of the total, 737,320 had an unladen weight of not more than 1½ tons and the corresponding increase over the previous year's figure was 43,878, representing, at a conservative estimate, an expenditure exceeding £20m.

In addition to accounting for a high proportion of the total number of goods vehicles on the roads, local delivery work is carried out mainly by small operators. Although the tonnage moved is small, the number of individual consignments is often high, which inevitably produces some complexities in control and operation. Where the operator has only one vehicle, this difficulty can largely be overcome by the specialized knowledge which the driver will undoubtedly have of both local geography and customers.

Service Deteriorated

Operators of one or two vehicles under such conditions may well succeed with little or no efficient system of recording. Many examples have arisen in the past, however, when operators such as these have expanded their fleets, only to find that subsequently their service had deteriorated substantially. If nothing is done to remedy the position, the final result will be that a successful operator of long standing fails completely because his business has expanded without adequate consideration of all the factors involved.

There can be several reasons for injudicious expansion. Exaggerated importance may be given to recent, but temporary, increases in traffic. Credit finance facilities may be abused. New vehicles which have already been purchased by this means

may not require any more than servicing in the way of maintenance for several months. But unless adequate amounts are being regularly transferred to a sinking fund to provide for the eventual and inevitable contingencies, such as tyre replacements and major overhauls, a wrong impression of the prosperity of the business as a whole may have been gained. Any addition to the fleet resulting from such an assessment may well prove a liability, and have unfortunate repercussions on a previously economic fleet.

Even if there were adequate additional traffic to justify the purchase of more vehicles, and the money for them were available, overall profitability could still prove disappointing. This could arise because insufficient thought had been given to the organization that would be necessary to control efficiently the increased fleet. Especially does this apply when parcels or smalls traffic is being handled. With a few vehicles, the traffic clerk, or the person in charge, as well as the drivers, could do their work reasonably efficiently with little or no pretence of a record system. This, however, is an essential requisite of any sizeable fleet if it is to prove economic.

Parallel Sequence

It is logical that any system installed to record the movement of traffic should have a sequence parallel with the actual movement of the goods. First would come the recording of the customer's instructions. These might be given verbally on the telephone, or by the customer's own consignment notes for individual consignments or for collections and deliveries contracted over a period.

By whatever means customers' instructions are received, operational control will be simplified if they are entered initially on a standard form. The next stage would be to allocate the customers' orders to appropriate vehicles.

It might at first be assumed that time and cost of traffic recording might be saved by using the customer's own consignment or delivery notes, where these are supplied, as the operator's instruction to his driver. Unless a driver is working solely for one customer, however, this seldom proves practicable. Even if the customer's consignment notes are used to obtain a signature as proof of delivery, many operators will still find it an advantage to provide their drivers with some form of summary of the work they are to perform.

Careful planning of journeys is obviously at the root of efficient operation. Operators' written instructions to drivers

(Continued on page 89)

These names
household v
Backed by
resources an



These names make aluminium news. Imperial Chemical Industries and Aluminum Company of America, household words on both sides of the Atlantic, combine to form a new name in aluminium—**IMPALCO**. Backed by ALCOA'S unmatched experience in the specialised field of aluminium and by I.C.I.'s great resources and world-wide organisation, **IMPALCO** will provide a new major source of aluminium.

impalco
for aluminium

Imperial Aluminium Company Limited • Birmingham



MOBIL SERVES MOTOR TRANSPORT

MOBIL FUELS AND LUBRICANTS are widely used by fleet-operators, civil engineering contractors, and transport undertakings of every size and kind. Delvac Special for the engine, Mobilube GX 90 for the gear-box and the drive axle, and Mobilgrease MP are Mobil's all-season lubricants; Mobilgas, Mobil Diesel, and Mobil Gas Oil are the fuels.

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can ensure that such planning is put into effect. This would not necessarily apply if the driver were merely handed a batch of consignment notes, and left to determine the sequence of deliveries according to his own judgment and convenience.

As with all forms suitable for traffic work, the manner in which a summary sheet should be drawn up must obviously vary according to each operator's work. It should include columns for the date, the vehicle number and the driver's name, together with precise instructions as to the day's work. The need for clear and definite instructions cannot be over-emphasized. Information which is self-evident to a traffic controller is not necessarily so to a new driver.

Where the work necessitates a batch of consignment notes being given to the driver at the start of the day, appropriate reference numbers should be listed on his instruction summary sheet. This would facilitate any subsequent confirmation of proof of delivery which might be required, and provide against the possible loss of one or more consignment notes. Otherwise a checker might subsequently be satisfied that all the necessary signatures had been obtained for the several items detailed on the consignment notes which had been returned, but still be unaware that one or more complete consignment notes were missing.

Where regular deliveries are made to an agreed timetable, the standard trip times should also be entered on the instruction summary sheet to facilitate the subsequent checking of time sheets.

Easy Reference

Earlier I emphasized that traffic recording was made easier if the pattern followed a logical sequence and, to ensure this, it is necessary to provide means of easy reference from one form to another. If the customer's original instructions are first recorded in summary, as suggested, the final column of the sheet should give the reference number to the appropriate line on the working arrangement sheet, on which duties have been allocated to individual vehicles.

A recommended standard form for recording the initial orders as received from the customer could be divided into 12 vertical columns. The first would consist of the line number, followed by details of the receipt of the order. These could include the date, and time where necessary, and some indication whether the order was received verbally over the telephone, or in writing. Details of the goods to be delivered would then be set out, including the quantity, where applicable, and other

distinguishing details, such as the type of package and the factory or branch from which it is to be collected, and, of course, the address to which it is to be delivered.

In keeping with the ever-increasing trend for higher standards in both the timing and regularity of delivery, the next three columns will be devoted to the customer's instructions in this respect, with appropriate entries as to the day, date and time delivery has to be effected. The final column could be headed "Transport Reference Number," or in similar terms, so providing the link with the working arrangement sheet.

Dependent upon the type of work the operator is engaged on, the working arrangement sheet could be drawn up to cover the activities of a day, a week or any other appropriate period. In the majority of cases, a week would be convenient. If so, the sheet could then be divided vertically into seven columns to allow for the seven days a week, arranged in whatever order corresponded with the company's working week.

Grouping Vehicle:

Horizontally, the sheet would be divided with one line for each vehicle of the operational fleet. Entries could be further facilitated by prior grouping of the vehicles by carrying capacity, and possibly by types of body.

A sample entry for any day relative to a particular vehicle would consist of the transport reference number quoted on the instruction summary sheet, together with brief details of the destination and a further reference number of the order issued to the driver.

After collection and delivery there remains the final documentation of traffic to enable charges to customers to be computed, and to provide ready confirmation of proof of delivery. As mentioned earlier, and particularly where large numbers of consignment notes are necessary, the summary of their reference numbers on the driver's instruction sheet will assist when a search has to be made.

Where it is customary to quote a rate verbally when the order is received from the customer, as distinct from traffic passing according to standard schedules known to both parties, there must be some method of ensuring that the rate originally quoted is, in fact, the one finally invoiced. It is obviously irritating to the customer to find that he has been overcharged.

If an error was known to have been made in the first instance, it is better, in the long-term interests of the operator, that the customer should be advised accordingly as soon as possible, rather than wait until the invoices are sent out. S.B.

Warrington Hauliers Put Fast Atkinson on Motorway

AN Atkinson eight-wheeler has been specially built for motorway service by John Buckley and Co. (Warrington), Ltd. Its first journey was made with a Scammell 8-ton independent trailer, and 21½ tons of washing powder was carried to the S.P.D. depot at Widford, Essex. A speed of 52 m.p.h. was attained on the M1.

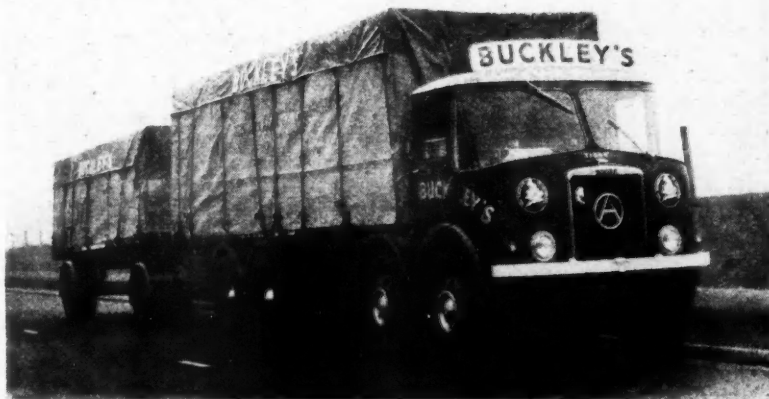
The operators are Gardner adherents, and specified the 6LX engine for the prime mover. A ZF AK6/55 gearbox with over-drive and auxiliary gearbox was fitted for an even progression of speeds up to 50 m.p.h. In practice the speeds at which changes are made are: first to second, 3 m.p.h.; second to third, 5 m.p.h.; third to fourth, 9 m.p.h.; fourth to fifth, 15 m.p.h.; fifth to sixth, 20 m.p.h.; sixth to high, 30 m.p.h.

A speed of over 50 m.p.h. can be attained by this Atkinson-Scammell outfit on the motorway. Loads of up to 22 tons may be carried.

A number of such outfits is to be supplied. The prime movers are 24 ft. long and the trailers 20 ft. Twin air-line brakes operate on diaphragms instead of cylinders. The company have experienced excessive brake-cylinder

corrosion in winter because of road salt.

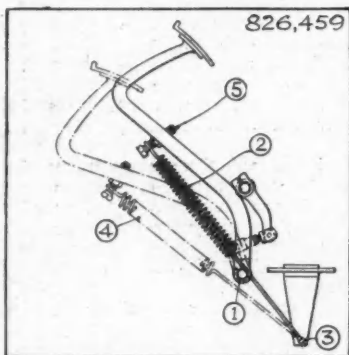
Engine noise is dampened by a foam-plastics bonnet cover. The cab structure is of plastics. Automatic 60-point chassis lubrication is installed, and Firestone tyres are fitted all round.



Assisted Clutch Pedal

A SPRUNG pedal which allows a clutch with a heavy action to be released with about half the normal effort is shown in patent No. 826,459. (Daimler-Benz A.G., Stuttgart-Untertürkheim, Germany.) A spring mechanism that changes the direction of its force by rocking over dead centre is employed.

Referring to the drawing, the pedal is pivoted at the point 1 and is loaded by a stretched spring (2) towards its pivot; the spring being attached to the point 3. In operation, the spring creates a slight opposition to initial movement but, as the pedal is further depressed, the spring passes over the centre, adding its force to the effort of the driver. This position is

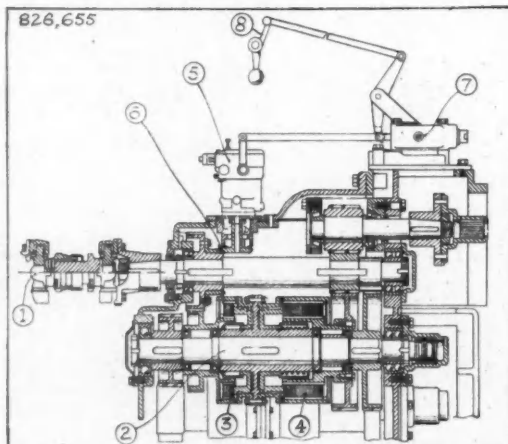


shown in chain lines at 4. Tension can be adjusted by the screw 5, which moves the effective centre-line of the spring.

AN AUTOMATIC GEARBOX

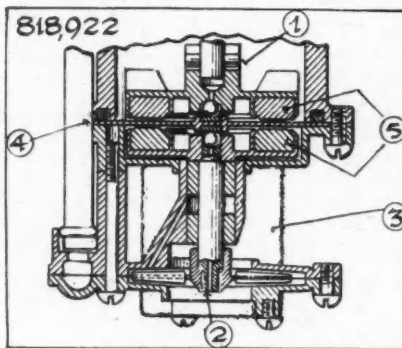
PATENT No. 826,655 describes an automatic transmission system employing a torque converter to augment the ratios of a two-speed gearbox. The main point of the invention is the mechanism used to effect a gear-change before the torque converter is loaded to a point at which its efficiency becomes unduly low. (Eimco Corp., 634-666 South Fourth West Street, Salt Lake City, Utah, U.S.A.)

The drawing shows the gearbox which receives drive from the torque converter.



The input shaft (1) drives a second shaft (2) and either of the two ratios can be engaged by hydraulic clutches (3 and 4). The output shaft and the reverse gears are not shown.

The subject of the patent is a centrifugal governor (5) driven by bevels (6). The governor has a snap action and operates the hydraulic control valve (7). The setting is such that if speed falls below that at which the torque converter has 70 per cent. efficiency, the gearbox changes ratio automatically. An overriding manual control (8) is provided. Another patent, No. 826,654, accompanies



this one, and references are made to an earlier patent numbered 794,413.

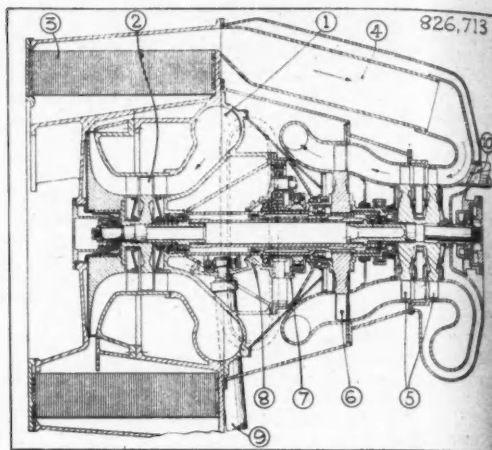
COMPACT GAS TURBINE

A GAS turbine, suitable for use as the power unit of a road vehicle, is the subject of patent No. 826,713. (Daimler-Benz A.G., Stuttgart-Untertürkheim, Germany.)

Referring to the drawing, air enters through a duct (1) and passes to the compressor (2), after which it is pre-heated by the exhaust gases in a heat-exchanger (3). The hot air then enters the combustion chamber (4) into which the fuel is sprayed by injectors.

The gases arising from combustion pass through a primary turbine (5) and a secondary unit (6). After this they pass through the heat-exchanger to atmosphere.

The first turbine drives the compressor



only, via a central tubular shaft. The second rotor is the power output member and is provided with epicyclic reduction gearing shown generally at 7. This drives, through bevel gears (8), the output shaft (9), which could be connected direct to the road wheels.

A free-wheel permits the power turbine to run slower but not faster than the compressor drive. A release valve (10) is connected to the air duct and this, when opened, allows the compressed air to escape to atmosphere. This is used to give engine-braking; the fuel is cut off and the valve is opened. Power ceases, but the compressor, now being driven by the transmission via the free-wheel, continues to run and absorb energy.

SUBMERSIBLE PETROL PUMP

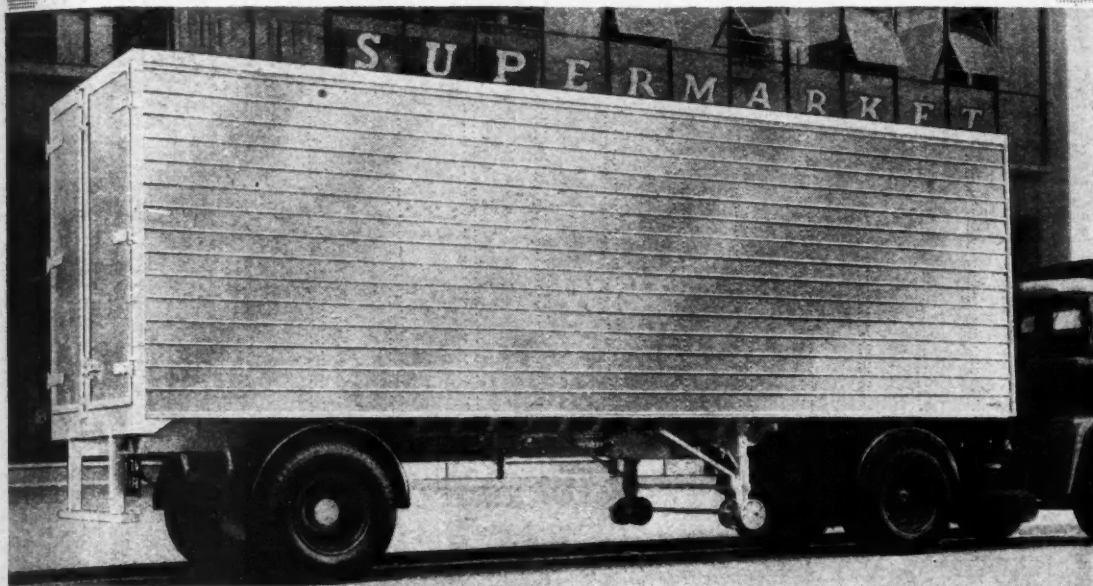
SUCTION-TYPE petrol pumps are prone to vapour locking; this cannot occur with a pressure pump located in the lowest point in the fuel system, and such a unit is described in patent No. 818,922. (Tokheim Corp., Fort Wayne, Indiana, U.S.A.)

A pump positioned below fuel level must be sealed adequately and this aspect is the subject of the patent. It is important that the seal does not create friction, because the power available to drive the pump is limited.

The drawing shows the electric motor (1) and the pump impeller (2) surrounded by a gauze filter (3). The motor housing projects downwards into the fuel tank but is completely sealed off at its lower end by a diaphragm (4). This is made of brass, stainless steel or other non-magnetic material.

The drive is transmitted by a pair of axially polarized ring-magnets as shown at 5. One is carried by the motor spindle and one by the pump. Their mutual attraction passes through the diaphragm and is sufficient to carry the normal driving torque. Slipping under excessive load prevents damage to the pump if it becomes jammed.

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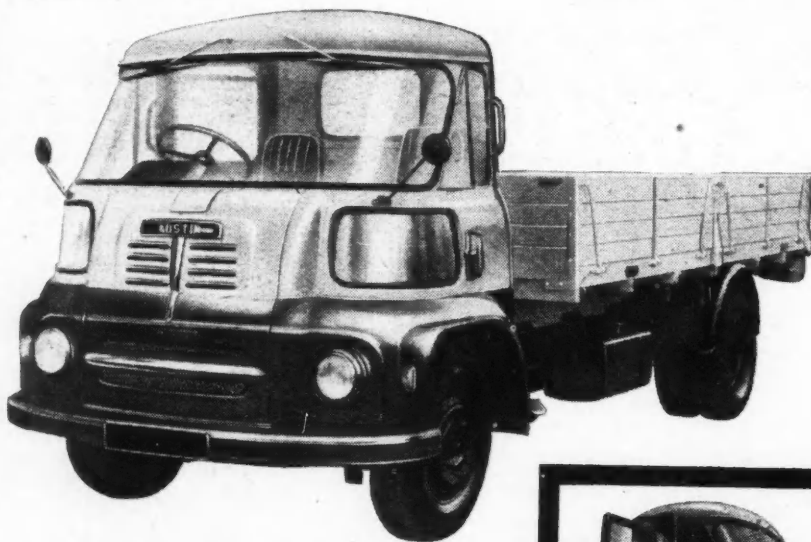
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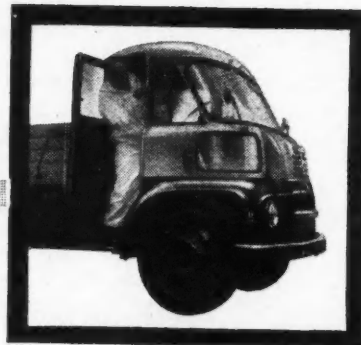
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1959 A.E.C. Mercury, 10-ton tipper, aluminium body.
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HUDSON, Bawtry 362.
1955 Mercury, platform body, 9.00 by 20 tyres, automatic greasing, Annyl Warwick Motors, Stoke Janga, Copeland St., Stoke-on-Trent. Phone 47507-8.
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RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stenage 174.
1956 A.E.C. twin-steer 6-wheeler, 9.6 engine, 22-ft. body, clean and in excellent order, £1,250.
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1953 ATKINSON 4-wheel platform, 4LW engine, 9.00 by 20 tyres, £585 o.n.o.
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1938 ATKINSON 6-wheeler, 24-ft. box body.
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NEW AUSTIN 5-ton diesel normal-control drop-side truck, list price.

NEW AUSTIN 30-cwt. van (petrol), list price.

1959 AUSTIN A35 van, low mileage, heater, passenger seats, black, guaranteed, £365.

1958 AUSTIN Omnivan, low mileage, £390.

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AUSTIN 2-3-ton boxvan, separate cab, double doors to rear and sides, fitted for meat and carcass carriage, powered by B.M.C. 4-cylinder diesel engine, very straight and clean machine, first registered November, 1954, photo on request.

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1956 7-ton diesel, 2-speed axle, power steering, new engine, vehicle immaculate.

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1953 BEDFORD 5-ton short-wheelbase tipper, £315.

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condition, £225.
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COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62962.
1957 BEDFORD 7-ton long-wheelbase forward-control petrol platform lorry, £665. Hartwell Motors, Charnister Rd., Bournemouth, Winton 1777. 844-210
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1959 BEDFORD 4-berth caravan.
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1958 W.D. 3-ton petrol, choice of two, £85.
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1957 BEDFORD Kenex Utilibrake, one owner, £365.
1956 September, BEDFORD diesel tipper, 5-ton, exceptionally good order, one owner, £550.
1956 September, 7-ton BEDFORD U tipper, diesel, one owner, £430.
1956 BEDFORD CA van, £240.
1952 BEDFORD 5-ton tipper, £150.
1949 2-ton BEDFORD boxvan, one owner, £75.

COUNTY OAK SERVICE STATION, LTD., Vauxhall-Bedford Main Dealers, London Rd., Crawley, Sussex. 844-443
CA van, clean condition, sound runner, £250.
1956 Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333. 844-412
1952 BEDFORD 2-3-ton Luton van, one owner, £225.
1952 Gordon King Motors, Mitcham Lane, S.W.16. Streamham 3133-4. 844-399
1957 wheelbase, 300 cu. in. diesel forward-control, long-voice of two, £750.
VOSS MOTORS, LTD., Hanover St., Liverpool, 1. Phone Royal 9282. 844-521
1955 BEDFORD 7-ton R6 diesel, long-wheelbase, drop-side wooden body with extensions, in good working order, Wilmslow 414. 844-524
FEBRUARY, 1955, ASDLO 5-ton long-wheelbase, 14-ft. wooden tipping body with Telehoist underbody gear, four 60% worn tyres, three 80% worn, P6 engine, condition, £525.
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A Bedford for sale? Phone Hamilton Motors, 166-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices. zzz-915

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1955 LD2 Morris with 2.2 diesel engine, this van is in first-class condition, £325 or nearest offer. Abco, Eastern Green Rd., Coventry 66134. 844-433

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A. OWEN, LTD., 72-74 Park Hill, S.W.4. Macaulay 844-277
1957 B.M.C. diesel Scammell 7-ton tractor unit, very good condition, £495. Edgware 2572. 844-320
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RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 844-375

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1957, October, COMMER TS3 7-ton tipper, under-floor ram, 900 by 20 12-ply tyres, painted green, one owner, first-class condition all round, absolute bargain, £800.
THOMAS S. WHITNEY AND CO., LTD., 279-283 Scotland Rd., Liverpool, 5. North 3191. 844-256
7-TON tipper, 1950, £195. Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333. 844-413

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(Supplement)

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1956 COMMER TS3 diesel artic. unit, S.A.E. coupling, clean and in excellent order, £625. Trailers available if required.
1956 COMMER TS3 diesel long-wheelbase truck, 18-ft. body, very clean vehicle and excellent runner, £650.
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1957 COMMER TS3 13-ft. 6-in. wheelbase chassis and cab, fitted 5-speed overdrive, new 9.00 by 20 tyres, finished in primer, £775. West Town Diesels, Broad Street Garage, Dewsbury 3504. 844-363
COMMER C4, drop-side, good tyres, one owner.
C. Brook Bros. (Hereford), Ltd., Blue School St., Hereford, 2354. 844-431
JULY, 1956, TS3, 7-ton long-wheelbase 18-ft. alloy platform with wood floor and alloy headboard, twin Goodyear tyres, 9.00 by 20, fitted overdrive in 5th gear, good all-round condition, £950.
SPARSHATTS, Millbrook, Southampton 74947. 844-478
COMMER TS3 long-wheelbase drop-side, late 1957, 5-speed box, one owner, £650. Justice (Underwood), Langley Mill, Notts Phone, Langley Mill 3182. Home 3625. 844-451

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ONE DENNIS Jubilent 12-ton diesel lorry, bought new in 1946 by present owner, now no longer required, recent report by Ministry of Transport Inspector available showing minor repairs required, otherwise ready for work, offers invited as is, or after repairs specified, tyres good. Apply P. J. Edmonds, Engineer, Iichen Abbas, Winchester. 844-18

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1955 DENNIS Centaur 20-ft. double-drop-side truck, diesel, 5-speed box, 2-speed axle, £550.
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1955 DENNIS Stork, diesel, £150.
PIRBRIGHT GARAGE, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 844-509

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(BEDS, CAMBS, PETERBORO AND N. HERTS.).
1953 DENNIS Pax diesel forward-control 7-ton long-wheelbase 18-ft. drop-side body, 7.50 by 20 tyres, one owner, perfect condition.
1953 DENNIS Pax diesel forward-control 7-ton long-wheelbase 18-ft. platform body, 7.50 by 20 tyres, one owner, exceptional value.
1952 DENNIS Pax petrol forward-control 7-ton long-wheelbase 18-ft. drop-side body, 7.50 by 20 tyres, one owner.
CHEAP TO CLEAR.
DENNIS Max forward-control diesel 8-ton 18-ft. platform, 9.00 by 20 tyres, one owner, reasonable offer. ALL inquiries welcomed.
PART-EXCHANGES, H.P. terms.
IVEL WORKS Biggleswade, Beds. Phone, Biggleswade 2265 (6). 844-537

DODGE
1958 DODGE Model 146R6, diesel, Bonallack drop-side body, 18 ft. 8 in. inside, bargain. Commercial Vehicle Repairs (Essex), Ltd., Cranes Close, Basildon, Essex. Phone, Basildon 30221. 844-53
1955 DODGE 7-ton tipper, in good condition, £575. Murkett Bros., Ltd., High St., Huntingdon. 844-170
1953 7-ton 16-ft. drop-side body model 145, R6 reconditioned Mark 2 engine fitted, £300 o.n.o. Eaton's Transport, Watlington 5012. 844-246
1952 DODGE Model 64 pantechonion, 1,350 cu. ft., Baico extension, in excellent condition, £400.
1952 DODGE 2-3-ton van, P4 diesel engine, 600 cu. ft., in good condition, £400.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 844-264
1950 Long-wheelbase diesel tipper, £195.
1952 Short-wheelbase diesel tipper, £295.
1953 Long-wheelbase diesel platform, £350.
1956 Short-wheelbase diesel 7-ton tipper, £650.
J. HUDSON, Bawtry 362. 844-260

MAIN DODGE DISTRIBUTORS.
FERRARIS OF CRICKLEWOOD, LTD.,
200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.
ALL new models prompt delivery.
FULL range of spares for all models.
SALES and service. Perkins diesel service.
SEE our Miscellaneous Section Advertisement for used DODGE vehicles. 844-325

DODGE, 1959, November, short-wheelbase tipper, diesel, Eaton 2-speed axle, 900 by 20 tyres, 2,000 miles only, £1,275. H. and N. Motors, Bridgman St., Bolton. Phone, Bolton 827, after hours 4652.
NORMAN REEVES (MOTORS), LTD., of Unbridge, N. offer:—
1955 DODGE 4-cylinder diesel 3-ton long-wheelbase drop-side trucks, two at £510 the pair. Phone, Uxbridge 3441 (four lines). 844-482
837

Used Goods Vehicles (contd.)

DODGE 1957 106AP6 model, Eaton platform, repainted, Brook Bros. (Hereford), Ltd., 2354 Blue School St., Hereford. 844-432

MARCH 1957, 144AR6 7-ton short-wheelbase upper, 10620 2-speed axle front shock absorbers, helper springs, Edbro W3 tipping gear, 10% only worn tyres, Michelin X on rear, one owner-driver only, excellent condition, £285.

NOVEMBER 1956, 103AP6 5-ton short-wheelbase tipper, 2-speed axle, helper springs, Telechoist tipping gear, 8.25 by 20 tyres, one owner-driver only, altering and brakes recently overhauled, excellent condition, £685.

SPARSHATTS, Millbrook, Southampton 79497. 844-477

E.R.F.

1951 October, E.R.F., 8-wheel double-drive, 24-ft. w/wrap-side lorry, Gardner 6LW engine, ready to drive away, 1950 or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 844-335

1952 E.R.F. Steer, 5LW, 900 by 20 tyres, air brakes, very clean, 22-ft. flat, £525.

1953 E.R.F., dismantling all models, Langley Mill Commercial Vehicles, Langley Mill 2623. 844-467

FODEN

1950 FODEN 8-wheeler, 6LW, 24-ft. platform, ready for work, smart and tidy vehicle, £850.

RYLAND GARAGE, LTD., Ryland St., Birmingham 16, Edgbaston 4501-5. 844-65

1950 FODEN FG 6-wheeler with 22-ft. platform body, 6LW engine, in very good running order, well maintained by very large concern, any trial, £750. Terms and exchanges, see good Fodens in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. R Stevenage 174. 844-379

1951 FODEN 17-ton 18-ft. flat, Gardner 4LW engine, ready to drive away, £500 or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 844-337

1949 FODEN 6-ton 4LW Gardner engine, all £295, new tyres, any trial.

KIRKHAM COMMERCIAL MOTORS, 82 Hilton St., Salford, 7. Phone, Broughton 2316 or 2437. 844-522

Foden Wanted

FODEN 6-wheel, double drive, Gardner, must be 1955 onwards. Newark Road Garage, Ltd., Lincoln. 844-130

FORD THAMES AND FORDSON

1950 FORD 15-cwt, 400-cu.-ft. Marshall Luton van, very low mileage, in superb order £650.

Marshall's Garages, Ltd., 313-321 Banbury Rd., Oxford 47631. 844-6264

FORD 4D units, tippers, trucks, 30-cwt. to 5 ton, from £150.

JACKERBY AND CO., 93 Altmere Avenue, East Ham, Phone, Dom 5583. Gra 6380. 844-112

WELLSTON MOTOR CO., LTD.

381-9 WEST GREEN ROAD, LONDON, N.15.
Phone, Bowes Park 6821.

OFFER FROM STOCK—

NEW LUTON VANS

FOR IMMEDIATE DELIVERY.

NEW FORD Trader 5-ton 1,700-cu.-ft. Luton van.

NEW FORD 7-ton, extended chassis, fitted with 20-ft. flat-platform body, 9.00 by 20 ply tyres

1955 FORD 3-4-ton diesel 1,350-cu.-ft. Luton.

1955 FORD 2-3-ton alloy boxvan with nearside roller shutter. £145. 844-57

HUNTER VEHICLES, LTD.

290 SOUTHVIEW ROAD,
ENFIELD.
Phone, Howard 4184.

1956 THAMES 2-ton diesel van, one owner, good condition, plain colour.

1957 Trader 5-ton, 4D engine, boxvan, one owner, excellent condition.

HIRE-PURCHASE terms arranged. 844-61

1958 Trader 4D diesel 3-ton long-wheelbase drop-side truck, 28,000 miles, as new, £595

1954 FORD 4-yd. drop-side steel body tipper, P6 diesel, new 34 by 7 tyres, £245.

1952 FORD P6 diesel Sussax 6-wheeler, platform, good runner, £165.

PHONE, EDGWARE 2572. 844-317

LUTON Thames 4D, June, 1955, maroon and cream, 1,300-cu.-ft. capacity, £425.

LUTON Thames 4D, July, 1955, grey, 1,300-cu.-ft. capacity, £450.

THAMES Trader 1958 6-cu.-yd. 6D Anthony hoist tipper, £825.

W. J. REYNOLDS MOTORS, LTD., Ford House, New Rd., Dagenham, Dom 6655. 844-169

FOR sale, Thames Trader, 4D, September, 1957; 5-ton van, 152-in. engine, tyres as new, Apply Harris and Carey, 7 Chapel St., Stanground, Peterborough. Phone 66657. 844-220

1954 FORD 3-ton, 4D engine, good condition, £195. C. Russell, 155 Millbank St., Northam, Southampton. Phone 26590. 844-199

1955 FORD Thames 3-ton short-wheelbase 4-cylinder diesel drop-side truck, in good condition, tyres very good, newly painted blue, £320.

1955 FORD Thames 3-ton short-wheelbase 4-cylinder diesel truck, new engine, new fuel pump, etc., just fitted, still to be run in, body steel lined, tyres good, newly painted green, £350.

APPLY, Hartwells of Oxford, Ltd., Main Ford Dealers, A West Way, Botley, Oxford. Phone, Oxford 59281, ext. 42 or 44. 845-8339

1951 FORD 5-cwt. van, excellent runner, £75.

1951 Cavendish Motors, Cavendish Rd., N.W.6. Willaden 0046-8. 844-295

Used Goods Vehicles (contd.)

1957 5-cwt. Thames van, in good condition, £290.

1950 FORD 5-ton tipper, P6 diesel, £320.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 844-267

W. J. BROWN for the full Thames range, 5 cwt. to 7 tons, and sound used commercial vehicles, 339 Finchley Rd., Hampstead 2284. 844-291

1957 5-cwt. van, immaculate, new gloss spray, unwritten, 25,000 miles, private, £259. Silver-thorn 0011. 844-3301

JULY, 1956, FORD 4D, long-wheelbase drop-side aluminium bodies, heavy-duty 4D extended chassis, marvellous condition, £320. Pearl Street Garage, Phone, Sheffield 29139, 37529, 396241. 844-357

1958 FORD Trader 6D 7-ton platform truck, fitted reconditioned engine, including new block.

CARMO, Leighton Rd., London, N.W.5. Gulliver 5555. 844-457

275, lorry, as new, one owner.

KIRKHAM COMMERCIAL MOTORS, 82 Hilton St., Salford, 7. Phone, Broughton 2316 or 2437. 844-523

1958 THAMES Trader 5-ton diesel platform truck, low mileage, good condition, £695. Terms, exchanges, H. F. Edwards, 28-34 Upper Hill St., Epsom. Phone 5611. 844-401

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, for early delivery, £1,170.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, early delivery, £1,195.

1953 FORD 10-cwt. van, £125.

HIRE-PURCHASE deposit now from 10%.

ALL Thames models in stock for early delivery, any body built to your requirements.

MITCHAM LANE, S.W.16. Streatham 3133-4. 844-398

RICHARDSON (RUGELEY), LTD.

WOLSELEY ROAD, RUGELEY.

Phone, Rugeley 451-23 or 759.

Open seven days per week.

ALL OF THE FOLLOWING ARE AVAILABLE FOR IMMEDIATE DELIVERY FROM STOCK—

TRADER 7-ton with Boys' conversion, 22-ft. drop-side body.

TRADER tractor unit with 12-ton B.T.C. low-loader trailer, 16-ft. well, knock-out axle.

TRADER 7-ton short-wheelbase 6-yd. Edbro drop-side tipper.

TRADER 7-ton long-wheelbase 20-ft. drop-side truck.

TRADER 7-ton long-wheelbase 18-ft. drop-side truck.

TRADER 138-in. 7-ton 6D diesel, fitted with (win-rim) Edbro, front of body gear and drop-side body, delivery from stock.

TRADER 5-ton 108-in. 6D diesel tipper, Edbro gear, steel body, immediate delivery.

EARLY delivery of all models.

WE keep a constantly changing and comprehensive stock of new FORD Traders for immediate delivery, and ready for immediate use.

PART-EXCHANGES WELCOMED.

HIRE-PURCHASE FACILITIES.

LARGE STOCK OF NEW AND USED TRUCKS.

TIPPERS AND VANS. 844-528

1958 FORD Thames 5-ton Trader, diesel, mileage 12,000, fitted insulated meat-van body with walk-in tailboard, three meat rails and sheep rail, spare wheel unused, condition as new, one owner, £1,750.

1957, June, FORD 10-cwt. van, one owner, excellent condition throughout, £295. Colnbrook 2072. 844-474

Ford Thames and Fordson Wanted

WANTED, FORD 4D vans and Perkins, all capacities, Chandler Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 844-445

GUY

THE GREATEST BARGAINS.

1956 GUY Inevincible 8-wheeler double-drive platform vehicle Meadows engine.

T.G.B. MOTORS, LTD., ALL INQUIRIES TO.

PRIMROSE GROUP SALES.

CLITHEROE ROAD, WHALEY, LANCs.

Phone, Whaley 3513-6-7. 844-355

KARRIER

Karrier Wanted

WANTED, KARRIER Bantam, 1949-1956, must be in good condition. Malley, 6 Lorne St., Chorley, Lancs. 844-3323

LAND ROVER

1956 Long-chassis LAND ROVER, fire damaged, offers.

JACKERBY AND CO., 93 Altmere Avenue, East Ham, Dom 5583. Gra 6380. 844-114

GOOD selection of long- and short-wheelbase used LAND ROVERS, from 1952 onwards, from £175.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 844-263

1950 LAND ROVER, hard top, very clean and smart, £175. Edgware 2572. 844-315

LEYLAND

1953 Rebuilt LEYLAND Hippo, 6-wheel 24-ft. flat, £295, or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 844-336

Used Goods Vehicles (contd.)

BROWNHILLS MOTOR SALES,

LEYLAND, ALBION, SCAMMELL.

1957 LEYLAND Comet 100 NC long-wheelbase alloy body, £1,000.

NEW LEYLAND Hippo medium tipping chassis.

SEE our advert, under Used Goods Vehicles Unclassified.

BROWNHILLS MOTOR SALES,

WATLING STREET (A5),

BROWNHILLS, STAFFS.

Phone, Brownhills 2307, 2336 and 2392. 844-544

1957 LEYLAND Comet forward control low-wheelbase trucks, 24-ft. bodies, choice of two, excellent condition.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich, Phone, Wednesday 0470. 844-126

LEYLAND Hippo with 25-ft. sided body, excellent condition, good tyres, etc.

H. R. AND J. R. SAUNDERS AND CO., LTD., Hainault Rd., Leytonstone, London, E.11. Ley 4383. 844-328

OCTOPUS, 1952, 24-ft. platform, unladen weight 7 tons 12 cwt., £750 o.n.o.

H. S. WILLIAMS (HAULAGE), LTD., Whitcomb, Rose-on-Wye, Phone, Whitechurch (Hereford) 209. 844-231

1956 LEYLAND 8-wheeler, 600 engine, double drive, air brakes, 24-ft. drop-side body, in excellent order, £1,750.

1956 LEYLAND Beaver artic. unit and 25-ft. tandem-axled 16-ton trailer, air brakes, 600 engine, in excellent outfit, £1,750.

LEYLAND Comet 90 long-wheelbase truck, 18-ft. drop-side body, in excellent order, £650. Terms and exchanges.

ALSO other good LEYLANDS in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. R Stevenage 174. 844-379

ALUMINIUM body, 18 ft. 6 in., complete with win-rim tipper gear, just removed from Leyland Octopus short-wheelbase chassis, in as-new condition, unmarked, £275.

T. R. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd., Ed. Oldbury, near Birmingham. Phone, Bournville 1840. 844-519

OCTOBER, 1954, Comet 90 7-ton long-wheelbase 1941, double-drop-side truck, helper springs, 2-speed axle, £1,100.

SPARSHATTS, Millbrook, Southampton 79497. 844-479

1957 Forward-control Comet tractor unit, 5000 min. ECOS 2/7R with 14-ton York 25-ft. semi-trailer, vacuum brakes, fifth-wheel couplings, choice of two.

1955 Comet with drop-side truck body.

1956 Beaver 20-ft. alloy platform body, 50,000 min. only with Dyson 18-ft. trailer.

1956 Hippo 6-wheeler, 24-ft. platform, very clean vehicle.

ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 844-519

Leyland Wanted

LEYLAND Hippo Mk. 2 required, on tyres and which 1400 by 20, must be in first-class condition. Offer to—

GORDON L. POOLE AND CO., LTD., Oxford House, Oxford St., Southampton. Phone 24024. 845-8334

MAUDSLAY

1951 MAUDSLAY 10-ton 8-wheel, 9.6 engine, double drive, drop-side body, excellent condition, one owner, £650.

JACKERBY AND CO., 93 Altmere Avenue, East Ham, Phone, Dom 5583. Gra 6380. 844-111

MORRIS AND MORRIS-COMMERCIAL

MORRIS 1956 J2 Utilibus, passenger seats, taxed at goods to December, 1960, in excellent condition (mileage 22,700), £325 or near offer, 80 Broadwater Rd., Worthing. Phone 4113. 844-531

WEYBRIDGE AUTOMOBILES, LTD.

QUEEN'S ROAD, WEYBRIDGE.

Weybridge 2233.

1955 MORRIS 1-ton LD van, £250. 844-151

PALMERSTON OF KINGSTON,

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

RELIABLE used vehicles in stock.

PALMERSTON COMMERCIAL MOTORS, LTD., 75-77 Penrhyn Rd., Kingston 5618. 844-327

1959 7-ton MORRIS diesel long-wheelbase drop-side truck, fitted power steering, tyres 900 by 20 all round, bolater and headboard, automatic chassis lubrication, 4,000 miles only, £1,250. Box CM445, care of the Commercial Motor.

EX-W.D. 4 x 4 tractors with winch, from £100 each. Cundy and Stewart, Ltd., Alfreton, Derbyshire. 844-805

1958 4-ton van, exceptional condition.

COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford, Surrey. Phone, Guildford 62962. 844-275

1955 MORRIS 1-ton van, in good condition, £275.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 844-263

1956, October, 25-cwt. van, new Gold Seal B.M.C. diesel engine, in outstanding condition, £475. Edgware 2572. 844-312

1958 MORRIS J2 15-cwt. van, one owner from new, low mileage, £375.

OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1051. 844-509

MORRIS J2 15-cwt., very low mileage, with passenger seats and absolutely as new. Cavendish Motors, Cavendish Rd., N.W.6. Willaden 0046. 844-504

1951 MORRIS 5-ton diesel, forward control, 17-ft. drop-side truck, £195, or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 844-334

Used Goods Vehicles

1957 MORRIS C

CARMO, Leighton R

285, 1954 RUTLAND

very good, A. and L.

use, Blackstairs, Sal

man 1311.

1952 RUTLAND

engine, Day

for 683. Church G

1949 SCAMMELL

wings with

a excellent condition,

11H Motors, Ltd.,

Scammell tractor,

Stuller, 16-ft. well,

140 by 20 tyres, Ed

Frederick Ray, Ltd.,

Phone 2241-2.

HUNTER

d.)
R SALES,
SCAMMELL
NC long-wheelbase
tipping chassis,
Vehicles Unladen
R SALES,
(A5),
FFS,
6 and 2392.
844-554
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TD, 127 Hill Top,
bury 0470, 844-138
ided body, excellent
CO., LTD., Halesh
n laden weight 7 tons
LTD., Whitechur
urch (Hereford) 39,
844-251
engine, double drive
body, in excellent
unit and 25-hp.
air brakes, 600
long-wheelbase truck
excellent order, 650
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844-239
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844-479
ractor unit, Model
844-251, new
couplings, choice of
body.
body, 50,000 miles
platform, very com
Rd., Ponders End
1265. 844-519
9.6 engine, double
drive, excellent, on
Avenue, East Ham
844-11
COMMERCIAL
ater seats, and a
excellent condition
80 Broadwater Rd.
844-331
LES, LTD.
RIDGE.
2250.
844-154
GSTON,
RCIAL RETAIL
MOTORS, LTD.
844-127
wheelbase drop-side
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14445, care of "The
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844-401
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TD., By-pass Rd.
844-215
condition, £275.
DFORD, LTD.
Phone, Guildford
844-385
Gold Seal B.M.C.
on condition, £425.
844-372
e owner from new.
th Circular Rd.
on 0446 and 1021.
844-259
age, with passenger
Cavendish Motors,
844-254
and control, 17-hp.
rings arranged.
rston St., Ancon
844-334

Used Goods Vehicles (contd.)

1957 MORRIS Cowley van, good throughout.
CARMO, Leighton Rd., London, N.W.5. Gulliver 5555.
844-458

RUTLAND

1928.5 1954 RUTLAND medium-wheelbase twin-ram
underfloor tipper, 7-8-ton, Meadows engine,
good condition. A. and L. Vehicle Supply Co., 27-41 Gravel
Lane, Blackheath, S.E.10. Phone, Manchester Black-
heath 1511. 844-224

1952 RUTLAND 6-ton diesel truck, Perkins 66
engine, David Brown gearbox, 3 good runner
Church Road Motors, Hadleigh, Essex, 5721-71
for 845. 844-213

SCAMMELL

1949 SCAMMELL, fitted with late-type cab and
wings with Scammell double-bogie rear axle,
good condition. £1,250. Two others, £1,000 each.
H.H. Motors, Ltd., Colnbrook, Bucks. 844-163

SCAMMELL tractor, 6LW, with low-loading drop-frame
knock-out axles, air brakes, four
140 by 20 tyres on trailer, would separate. £875.
Frederick Ray, Ltd., Grovebury Rd., Leighton Buzzard,
Herts. 2241-12. 844-439

SEDDON

HUNTER VEHICLES, LTD.

290 SOUTHBURY ROAD,
ENFIELD.
Phone, Howard 4184.

1954 SEDDON 6-7-ton P6 boxvan, 775 cu. ft., one
owner, plain colour, immediate delivery.
HIRE-PURCHASE terms arranged. 844-62

SEDDON 1952 7-tonner diesel 20-ft. drop-side, alloy
body, choice of two. 844-62

SEDDON 1951 7-tonner diesel 17-ft. 6-in. drop-side.

SEDDON 1953 7-tonner diesel 17-ft. 6-in. flat, one
owner-driver.
ANY reasonable offer accepted for the above vehicles.

RYLAND GARAGE, LTD., Ryland St., Birmingham, 16.
Edgmore 451-5. 844-66

SEDDON, 1947, articulated unit (ex differential unit),
£50 o.n.o. 844-251

SEDDON, 1947, 6-tonner, new 16-ft. body, new gear-
box and tyres, £100 o.n.o.

KENSAL MECHANICAL TRANSPORT, LTD., 182a
King St., London, W.6. Phone, Riverside 8133.
844-250

1954 SEDDON 3-ton P4 boxvan, one owner, £385
or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats,
Manchester. Phone, Ardwick 3146. 844-332

1952 SEDDON, dismantling all models. Langley
Mill Commercial Vehicles, Langley Mill, 262-3.
844-470

SENTINEL

1954 SENTINEL, dismantling all models. Langley
Mill Commercial Vehicles. Langley Mill 262-3.
844-471

THORNYCROFT

EX-W.D. 4 x 4 trucks, good selection. Cundy and
Stewart, Ltd., Alfreton, Derbyshire. 844-803

1954 THORNYCROFT 8-wheeler, 24-ft. platform
body, air brakes, double drive, unused since
1946, very low mileage, one owner, a very large com-
bustion, £1,100.

RUSH GREEN MOTORS, Langley, Hitchin, Herts.
Sieveage 174. 844-376

TROJAN

TROJAN distributors for Essex. Full range of vehicles
for prompt delivery. Church Road Motors, Ltd.,
Hadleigh, Essex. Phone 57271 (six lines). 847-940

Trojan Wanted

WANTED, TROJAN low-mileage models, 1955
onwards. Church Road Motors, Ltd., Hadleigh,
Essex. Phone, Hadleigh 57271. 222-938

VULCAN

E. J. BAKER and CO. (DORKING), LTD.
1952 VULCAN 7G diesel 6-cu.-yd. tipper, in good
condition £275. 844-409

55-61 LONDON STREET, CHERTSEY.

UNCLASSIFIED

MAYFAIR GARAGE (TAMWORTH), LTD.
COLESHILL ROAD, FAZELEY,
NEAR TAMWORTH; STAFFS.
Phone, Tamworth 1396-7.

OFFER THE FOLLOWING CAREFULLY SELECTED
USED VEHICLES.

AUSTIN, 1954, 3-ton truck fitted with B.M.C. diesel
engine and 12-ft. drop-side body, very good condition.
A.E.C. 1955 Mercury long-wheelbase truck, fitted
with 7.7-litre diesel engine and 21-ft. 6-in.
alloy platform body with extended headboard, tyres and
in very good condition.

BEDFORD 1956, 5-ton long-wheelbase truck fitted with
Perkins P6 engine, wooden body, 15 ft. long with
40, 6-in. fixed sides, this is a one-owner vehicle and is
in very good condition.

COMMER, 1958, 7-ton TS3 long-wheelbase truck with
10-ft. 6-in. metal platform body, carefully selected
vehicles in excellent condition.

COMMER COB, 1958, one owner, low mileage vehicle
in excellent condition.

DODGE, 1956, 5-ton drop-side truck, fitted with Perkins
engine, this vehicle is in excellent condition.

LAND ROVER, 1957, fitted with Perkins P4 engine,
in good condition.

MORRIS-COMMERCIAL, 3-ton long-wheelbase truck,
fitted with B.M.C. diesel engine, and 12-ft. 6-in.
drop-side wooden body, very good condition throughout.
844-43

Used Goods Vehicles (contd.)

FORD AND SLATER, LTD.
LEYLAND, ALBION, SCAMMELL
TIPPERS.

1958 LEYLAND Comets, medium wheelbase, 14-ft.
alloy fixed side and 14-ft. timber drop-side
bodies, choice of several.

1956 LEYLAND Comet, medium wheelbase, 14-ft. by
2-ft. timber drop-side.

1956 LEYLAND Comet, medium wheelbase, 14-ft. by
4-ft. timber fixed side.

1955 LEYLAND Comet, medium wheelbase, normal
control, 14-ft. by 3-ft. 6-in. alloy drop-side.

1954 LEYLAND Comet, medium wheelbase, 14-ft.
by 3-ft. 6-in. timber drop-side.

1958 FORD Trader 7-ton 6D short wheelbase, 6-cu.-
yd. steel fixed-side body.

1958 BEDFORD 7-ton diesel, short wheelbase, 11-ft.
by 2-ft. steel fixed side.

1958 BEDFORD 7-ton diesel, medium wheelbase.
14-ft. by 4-ft. steel fixed side, rebuilt engine.

1954 BEDFORD 7-ton petrol, 6-cu.-yd. steel "U"
body.

1955 MORRIS 5-ton diesel, 5-cu.-yd. timber fixed
side.

1951 MORRIS 5-ton diesel 5-cu.-yd. timber drop-
side. (Registered) LEYLAND Hippo, 16-ft. 6-in.
steel fixed-side body.

1957 LEYLAND Hippo, 16-ft. 6-in. timber drop-side
body.

1957 LEYLAND Comet, medium wheelbase, normal
control, 14-ft. by 2-ft. timber double-drop-sides.

1958 LEYLAND Comet, medium wheelbase, normal
control, 14-ft. by 2-ft. timber, double-drop-sides.

1957 FORD Trader 5-ton diesel, medium wheelbase,
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1955 LEYLAND Comet short-wheelbase tipper,
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1956 LEYLAND Comet, medium-wheelbase tipper,
14-ft. timber body.

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10-ft. 6-in. timber body.

1948 DODGE short-wheelbase petrol timber drop-
side.

1947 DODGE short-wheelbase petrol timber drop-
side tipper.

1956 LEYLAND Comet, normal-control, medium-
wheelbase chassis and cab, with Boys third
axle.

1956 LEYLAND Comet short-wheelbase 7-cu.-yd.,
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1957 B.M.C. diesels, medium wheelbase, 13-ft. 6-in.
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PLATFORMS.

1958 LEYLAND Comet forward-control long-wheel-
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1958 LEYLAND Comet forward-control long-wheel-
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engine, 16-ft. timber drop-side.

1956 BEDFORD 7-ton R6 16-ft. timber flat.

1957 BEDFORD, G.M.C. engine, 16-ft. 3-in. timber
drop-side.

1955 SEDDON 5-ton P6 16-ft. timber drop-side.

1954 ATKINSON 7-ton 17-ft. 10-in. timber flat.

1957 AUSTIN 5-ton diesel, 14-ft. 3-in. timber flat.

1958 AUSTIN 5-ton diesel 14-ft. 3-in. timber flat,
choice of two.

1954 SENTINEL 7-ton 17-ft. 9-in. timber flat.

1948 SENTINEL 7-ton 17-ft. 3-in. timber drop-side.

1948 MAUDSLAY 7-ton 14-ft. timber flat.

1948 MAUDSLAY twin steer 20-ft. timber flat.

1957 COMMER TS3 19-ft. timber drop-side.

1957 A.E.C. 6-wheeler 20-ft. timber flat.

1941 LEYLAND Comet normal-control medium-
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1950 SEDDON 6-ton 16-ft. 9-in. timber flat.

1955 DODGE 5-ton 16-ft. double-drop-sides.

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YORK 16-ton low-loading trailer, S.A.E. coupling, 18 ft.
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YORK 12-ton 26-ft. platform trailer, 9.00 by 20 10-ply
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HYLOVEYOR, Model HL213DH, unused, 50 ft. long,
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engine, good condition throughout, £350.

BEDFORD 1957 7-ton long-wheelbase, Comet engine,
drop-side body, £750.

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vertical in the cab, trailing-axle 6-wheeler, all good
tyres, platform body, this engine was fitted new about
a year ago and the complete machine is in exceptionally
good condition and performs well, £750.

LEYLAND Comet long-wheelbase, 1951, 18-ft. platform
body, normal control, good condition throughout,
£500.

GUY Otter, 1953, P6, 2-speed axle, platform body,
good condition, £300.

ENNIS Max 1946 71-ton diesel, this vehicle is in
exceptionally good condition, recently fitted with new
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BEDFORD 1951 7-ton petrol long-wheelbase platform,
good condition throughout, £300.

MORRIS 1949 6-ton long-wheelbase platform, diesel,
good condition, all good tyres, £300.

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low mileage, good condition, 8.25 by 20 tyres, £600.

DYSON 1958 Sussex, long-wheelbase, double-drive plat-
form, petrol engine, very well maintained vehicle,
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NEW Coles 25-ton Ranger diesel-electric truck, mounted
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A.E.C. Mercury 1956 standard tipper, in exception-
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E.R.F. 1949, 4LW Gardner, standard wood-body
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BEDFORD 1958 7-ton, Comet engine, 5-speed gearbox,
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FODEN 1946 6-wheeler, 6LW Gardner, double drive,
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side body, £1,500.

COMMER 1956 TS3, diesel, fitted with underbody
tipping gear and wood drop-side body, in exceptionally
good condition throughout, £700.

BEDFORD 1954 7-ton long-wheelbase drop-side wood-
body tipper, R6 engine, fair condition throughout.

AUSTIN 1953 5-ton standard steel-body tipper, petrol,
A in good clean condition and ready for work, £375.

BEDFORD 1953 5-type petrol 7-ton standard steel
B tipper, on all good 8.25 tyres, £250.

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Dyson trailer, S.A.E. coupling, in exceptionally good
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1958 FORD Trader 6D 5-ton long-wheelbase drop-side truck, choice of two, £745.
1958 November, FORD Trader 6D diesel, 6-wheel flat, Boys third axle, 22-ft. high drop-sides, 16,000 miles only, £1,225.
1958 FORD Trader, 6D engine short-wheelbase 5-ton U-shaped steel-bodied tipper, £785.
1958 DODGE normal-control long-wheelbase double-ram tipper, 900 by 20 tyres, 2-speed axle, £895.
1957 BEDFORD 7-ton flat, with 300 engine, 5 type, £745.
1957 FORD Trader, 6D, short-wheelbase 5-ton steel-bodied drop-side tipper, £725.
1957 October, 3-ton FORD Trader, 4D diesel engine, long-wheelbase drop-side flat, £565.
1956 December, BEDFORD long-wheelbase drop-side truck, immaculate condition, diesel engine, £650.
1956 BEDFORD 5-ton short-wheelbase tipper, P6 engine, wooden drop-side body, £550.
1956 November, 7-ton B.M.C. flat, 6-cylinder diesel, 900 by 20 tyres, power steering, Eaton 2-speed axle, perfect, £725.
1956 September, MORRIS long-wheelbase 4-cylinder diesel drop-side truck, immaculate, £375.
1956 December 31, BEDFORD short-wheelbase drop-side steel-bodied tipper, P6 diesel engine, three, bargain, each new condition, £465.
1956 2-ton FORD 4D van, standard body, new tyres all round, very clean, £375.
1956 DODGE long-wheelbase 17-ft. 6-in. flat, Eaton 2-speed axle, P6 engine, very good condition, £565.
1956 FORD P6 short-wheelbase wooden-bodied tipper, bargain, to clear, £395.
1956 May, AUSTIN B.M.C. diesel long-wheelbase flat, £670.
1956 DODGE 6-wheeler, Eaton 2-speed axle, Boys third axle, double-ram tipper, 900 by 20 tyres, perfect, £835.
1956 AUSTIN B.M.C. flat, diesel engine, to clear, £495.
1956 MORRIS B.M.C. 3-ton diesel tipper, £550.
1956 COMMERCIAL TS3 18-ft. 6-in. flat, 900 by 20 tyres, £735.
1955 November, FORD 4D 30-cwt. diesel van, £275.
1955 SEDDON truck, P4 engine, £395.
1955 AUSTIN B.M.C. Luton van, 900 cu. ft. capacity, 4-cylinder B.M.C. diesel engine, bargain, £525.
1955 SEDDON 3-ton bovan, diesel engine, choice of three, each £375.
1954 October, BEDFORD 5-type, petrol, coach-chassis 23-ft. drop-side body, £375.
1954 DODGE long-wheelbase drop-side truck, Perkins diesel, 900 by 20 tyres, in first-class condition, £195.
1954 BEDFORD long-wheelbase double-ram tipper, R6 engine, £325.
1954 BEDFORD long U-shaped-bodied tipper, extended sides, diesel engine, £400.
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1955 BEDFORD 7-tonner, petrol tipper, a very good vehicle, body length 15 ft., with high sides.
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1958 FODEN 4-wheeler, 12-speed gearbox, 21-ft. body mechanically a very good vehicle.
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1951 BEDFORD 6-tonner, normal control, petrol, in very good condition, one C-licence owner only, 14-ft. works drop-side body.
1957 round, 20-ft. drop-side body.
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1951 THORNycroft 8-wheeler.
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1955 COMMERCIAL 7-ton, 9-ft. 7-in. wheelbase, TS3 diesel engine, standard works tipper, in good condition.
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ROUGH,
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truck, fitted Perkins
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GLW Gardner, air
ody, good tyres, fit-
lorry, fitted Gardner
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fitted 24-ft. platform
ned 9.6 engine for
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relined, new battery.

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LEYLAND Hippo, 13-ft. 6-in.-wheelbase tipping chassis.
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AUSTIN petrol normal-control boxvan, recent
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ALBION Chieftain diesel platform truck in
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COMMERCIAL VEHICLE SPECIALISTS.
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DODGE 3125 chassis and cab 11-ft. 8-in.-wheelbase,
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£650.

GUY Vixen, Meadows petrol engine, 16-ft.
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BEDFORD 7-ton 15-ft. tipper, reconditioned
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1955 BEDFORD 7-ton 7-cu.-yd. tipper, R.6 perpetuity
engine and six new 900 x 20 ply tyres fitted
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WE HAVE PLEASURE IN OFFERING FROM OUR
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units, choice of three, very small mileage, one
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1958 BEDFORD Scammell 10-ton 300-cu.-in. diesel
tractor unit, excellent tyres, low mileage.

1957 BEDFORD 8-ton Scammell N/C 300-cu.-in.
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1954 BEDFORD Scammell P6 diesel tractor unit,
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been rebored and fitted with new pistons, etc., and requires
running-in.

1954 BEDFORD Scammell P6 diesel tractor with
22-ft. Tasker trailer, Tasker coupling, in
immaculate condition throughout, very nice outfit.

1946 BEDFORD P6 diesel Scammell tractor, fair
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late condition, a most economical little
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1952 BEDFORD O type petrol drop-side truck,
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base single-ram tipper, new body, new tipping
gear, 8.25

1955 December, FORD 4D long-wheelbase platform
truck, excellent condition, good tyres.

1955 BEDFORD 5-ton short-wheelbase P6 diesel
tipper, in absolutely first-class condition.

1958 BEDFORD 5-ton diesel forward-control drop-
side truck, in excellent condition, ready for
use.

1953 BEDFORD 3-ton long-wheelbase boxvan,
sliding doors.

DEMONSTRATIONS ON YOUR PREMISES WITH
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with Leyland diesel engine, drop-side truck.

1957 COMMER TS3 long-wheelbase platform truck.

1956 FORD Thames double-drive 6-wheeler tipper.

1954 SEDDON forward-control long-wheelbase 7-ton
diesel, reconditioned engine, 2-speed box, drop-
side truck.

1949 VULCAN 7-ton diesel forward-control tipper,
good sound truck.

1949 BEDFORD petrol 5-ton short-wheelbase tipper,
bargain, £335.

1948 MAUDSLAY, A.E.C. 7.7 engine, 8-ton long-
wheelbase drop-side truck, £250.

1948 THORNYCROFT forward-control diesel 6-7-ton
platform truck, £150.

1947 MAUDSLAY forward-control Gardner diesel
8-ton long-wheelbase drop-side truck, £225.

1946 BEDFORD 7-ton diesel platform truck, £100.

1946 BEDFORD 2-3-ton petrol drop-side truck, £100.

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1955 ALBION Chieftain long-wheelbase chassis and
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1954 BEDFORD 5-type medium-wheelbase tipper,
petrol engine.

1950 LEYLAND Comet explosives van.

1950 GUY Otter, 4LK engine, furniture van.

1950 AUSTIN Loadstar long-wheelbase tipper, petrol
engine.

1950 E.R.F. 8-wheeler long-wheelbase platform.

1949 DODGE Luton van, 18 ft. by 7 ft. 3 in. by
8 ft., P6.

1947 E.R.F. CI 5 long-wheelbase platform.

1947 THORNYCROFT Sturdy medium-wheelbase
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1946 FODEN OC4-6, 4LK engine, long-wheelbase
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BEDFORD QL 4 by 4, petrol, unregistered.

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NEW B.M.C. 7-tonner, 19-ft. drop-sided body, in stock, immediate delivery.
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1942 E.R.F. twin-steer, 5-cylinder Gardner engine, 20-ft. drop-sided body, in fair condition, £475.
1942 A.E.C. 8-wheeler, 7.7-litre engine, single-drive axle, 22-ft. drop-sided body, £350.
1954 E.R.F. twin-steer, 5LW engine, 20-ft. drop-sided body, 10.00 by 20 tyres, in very good condition.
1952 A.E.C. twin-steer, 7.7-litre engine, 22-ft. drop-sided body, 9.00 by 20 tyres, in good condition.
1955 BEDFORD 7-tonner, Scammell tractor, R6 engine complete with 23-ft. 10-ton platform trailer.
SCAMMELL van trailer, 6-tonner, 15 ft. by 7 ft. by 6 ft. as new, ex M.O.S.
1950 LEYLAND Beaver, 18-ft. 6-in. platform body, 9.00 by 20 tyres, in good condition.
1954 ATN 50 6-wheeler, double-drive axle, 24-ft. platform body, Gardner 6LW engine, in excellent condition.
EAGLE 15-ton timber drag, extendible body, 1400 by 20 by 32-in. tyres.
1958 FORD Trader 5-ton, 6D engine, 16-ft. platform body, 2-speed rear axle, ex C licence user, as new.
1954 BEDFORD A-type petrol steel-bodied tippers, choice of several.

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1955 BEDFORD P6 diesel 5-ton flat truck, £475.
1954 GUY Wolf 4-ton P4 diesel 17-ft. flat truck, £250.
1951 FORDSON V8, petrol, steel-bodied tipper, £50.
1949 GUY Vixen 1,200-cu.-ft. capacity Luton van, £210.
1949 MORRIS diesel 5-ton tipper, £150.
1950 VULCAN P6 diesel flat truck, £150. 844-115

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1959 May, ALBION Clydesdale long-wheelbase lorry, many extras, small mileage, as new, with special A licence Metropolitan and South Eastern Areas.
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1948 MORRIS 30-cwt. Luton van, £195.
1958 BEDFORD 12-seater Utilabake, guaranteed, £525.
1956 BEDFORD 3-ton diesel drop-side truck, guaranteed, £545.
1955 MORRIS 7-type 12-seater Utility, £295.
1957 BEDFORD 10-12-cwt. Luton van, guaranteed, £450.

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A SMALL SELECTION OF THEIR
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FORD Thames 5 cwt. registered 1956, extras, roof rack, painted maroon, good condition, £275.
FORD Thames 10-12-cwt. registered 1958 (choice of two), heater, extras, sound vehicles, price of each, £355.
FORD Thames 10-cwt. registered 1955, painted dark grey, sound vehicle, £155.
BEDFORD 10-12-cwt. C.A. van, registered 1956, painted grey, sound vehicle, £265.
FORD Thames 2-ton van, registered 1959, fitted 4-cyl. diesel engine, 5,000 miles only, heater, flashing indicators, as new, £850.
TROJAN 20-cwt. long-wheelbase boxvan, registered 1955, fitted diesel engine, painted green, sound vehicle, £310.
TROJAN 20-cwt. long-wheelbase boxvan, registered 1956, fitted diesel engine, resprayed light grey, sound vehicle, £335.
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MORRIS Minibus registered 1958, 4,900 miles only, heater, extras, very clean vehicle, £495.
AUSTIN A30 Countryman registered late 1955, new Gold Seal engine, heater, windscreen washers, sprayed green, good condition, £395.
CARAVAN.
BEDFORD Dormobile caravan registered 1958, radio, heater, etc., sprayed cream, sound vehicle, £650.
TRUCKS.
BEDFORD 10-12-cwt. drop-side truck, registered 1957, resprayed cream, sound vehicle throughout, £350.
FORD Thames 3-ton 157-in. wheelbase platform truck, registered 1950, fitted 4-cyl. diesel engine, sound vehicle, £195.
FORD Thames Trader 5-ton 152-in. wheelbase truck, registered 1957, fitted 5-cyl. diesel engine, sprayed red, sound vehicle, £695.

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1952 COMMER 7-ton petrol drop-sider.
1955 MORRIS COWLEY 10-cwt. van.
1955 BEDFORD 7-ton diesel platform.
1956 FORD 4D diesel tipper.
1952 LEYLAND Comet long-wheelbase truck.
1951 THORNCRUFT diesel long-wheelbase drop-sider.
1953 LEYLAND Comet platform lorry.
1949 LEYLAND Comet standard tipper.
1947 SEDDON diesel tipper.
1957 COMMER tipper, good condition, 7-ton diesel.

NEW VEHICLES.
LEYLAND Comet CS3/1R chassis and cab.
LEYLAND Comet CS3/2R chassis and cab.
COMMER 30-cwt. van, petrol.
COMMER 7-ton diesel standard tipper.

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1958 BEDFORD 6-ton diesel truck.
1955 BEDFORD 7-ton diesel tipper, steel body.
1955 BEDFORD 30-cwt. standard van.
1956 BEDFORD 10-cwt. van.
1957 BEDFORD Workabus.
1956 BEDFORD Utilabake.
1953 BEDFORD 1000 chassis-cab pantechnicon.
1955 MORRIS 1-ton boxvan.

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1957 AUSTIN forward-control prime mover, Scammell automatic coupling gear, B.M.C. diesel engine, £475.
1956 FORD 5-ton forward-control platform truck, condition throughout, £750.
1956 ALBION Chieftain forward-control platform truck, 18-ft. alloy body, diesel engine, excellent order, £300.
1953 FORD 5-ton normal-control truck, P6 diesel engine, 14-ft. double-deck container carrier truck, body, 8.25 by 20 tyres, good order throughout, £300.
1953 BEDFORD 7-ton forward-control platform body rough but serviceable, tyres fair, mechanical condition good, £300.
1953 BEDFORD 7-ton, as above, with Albion diesel engine, £350.
1951 (Registered 1957) COMMER Superpole 1-ton forward-control double-drop-side truck, petrol engine, good condition, £175.
1957 BEDFORD 12-seater Utilabake, fully upholstered, blue-grey, heater, 20,700 miles, £425.
1956 LAND ROVER pick-up, brown, good condition, £350.

AT 63 BRIDGE STREET, PETERBOROUGH.
Phone, Peterborough 66011.

- 1956** LAND ROVER, green, fitted heater, broken goods (up to £400).
1954 AUSTIN A50 pick-up, fitted heater, good tyres, £225.
1949 MORRIS 1-ton F.V. van, maroon, £90.

AT 120 GLOUGTON ROAD, BEDFORD.
Phone, Bedford 68386.

- 1954** AUSTIN A40 pick-up, green, fitted heater, £20.
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1946 AUSTIN 5-ton petrol drop-side truck, petrol re-conditioned engine, excellent, tyres, £116. 844-196

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CARLISLE ROAD,
AIRDRIE 2881-2.

- 1957** November, LEYLAND Beaver tractor unit, 600 engine, air brakes, new 5th-wheel coupling if required.
1956 COMMER TS3 medium-wheelbase tipper, steel body, 9.00 by 20 tyres.
1955 Crashed E.C. Mercury, Mark I engine, gearbox, axles, complete, £350.
1954 September, A.E.C. 9.6-litre Majestic twin steer, air brakes, 20-ft. platform, unladen weight 5 tons 17 cwt.
1954 August, LEYLAND Octopus 8-wheeler, double drive, 600 engine, 24-ft. 6-in. platform, unladen weight 6 tons 18 cwt. 844-173

SHELDON MOTOR SERVICES,
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Phone, Sheldon 4386-7-8.

- BEDFORD** 7-ton, R6 diesel, long-wheelbase light-alloy platform, 1956, £380.
BEDFORD 30-cwt. van, 1953-4, painted cream metal, £250.
AUSTIN A40, 1956, repainted, £250.
LAND ROVER, 1951, good runner, £135.
COMMER 1-ton truck, 1953, repainted, £175.
BEDFORD 10-12-cwt. van, 1955, £215.
AUSTIN A70 pick-up, 1951, £100.
TERMS, exchanges. 844-477

WHEELERS (MOTORS), L. TD.,
MORRIS-COMMERCIAL DISTRIBUTORS,
YEovil,
SOMERSET.
Phone, Yeovil 2561-2-3.

- 1957** B.M.C. diesel 5-ton tipper.
1956 October, 7-ton B.M.C. Eaton 2-speed power steering, alloy platform body.
1955 AUSTIN Loadstar all-steel tipper, P6.
1954 AUSTIN Loadstar drop-side truck, petrol.
1954 (Late) COMMER TS3 diesel 7-ton truck.
1954 BEDFORD 5-ton N.C. platform trucks, P6 diesel; choice of two.
1954 BEDFORD 7-ton F.C., alloy platform truck, R6 diesel.
1952 BEDFORD 7-ton platform truck, Leyland Comet engine.
1952 November, SEDDON 7-ton platform truck.
1950 VULCAN 6-ou.-yd. tipper, P6.
1950 MAUDSLAY articulator (reconditioned A.E.C. engine).
1950 DENNIS Max diesel platform lorries (choice of nine).
1950 DODGE drop-side lorry, P6.
1949 FORD 4D diesel platform lorry.
CHOICE of three SCAMMELL Scarabs, ideal for depot shunt work.
SEVERAL new MORRIS-COMMERCIAL vehicles in stock.
FAVOURABLE delivery on all models.
3,200 GAL. trailer tankers, in very good condition (choice of two). 844-331

Used Goods Vehicles

THE MILL
PRESTON, LANC.
GLASGOW, CAN.
COMMERCIAL A.S.

IMMEDIATE AND N

REIVERS, CHIFF

FORD T

1956 October, A form lorry, unladen weight 5 tons

1955 ALKION F lubrication unladen weight 3 tons

1955 unladen weight 4 tons

1955 JULY, LEYLAND, 10-cu.-yd. 1 ton

1952 E.R.F. 5LW chassis and cab 4 tons

1950 COMMER chassis and cab 4 tons

1949 MAUDSLAY chassis and cab 4 tons

1949 SEDDON chassis and cab 4 tons

1948 order, unladen weight 4 tons

CRAN

MORRIS Versatile chassis and cab 4 tons

A.E.C. 7.7 engine, chassis and cab 4 tons

1950 A.E.C. 7.7 engine, chassis and cab 4 tons

1950 A.E.C. 7.7 engine, chassis and cab 4 tons

1950 A.E.C. 7.7 engine, chassis and cab 4 tons

1950 A.E.C. 7.7 engine, chassis and cab 4 tons

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1950 A.E.C. 7.7 engine, chassis and cab 4 tons

1950 A.E.C. 7.7 engine, chassis and cab 4 tons

1950 A.E.C. 7.7 engine, chassis and cab 4 tons

(td.)

DGED, L TD.
ING USED
ICLES—
RAGE.
CAMBRIDGE
56291.

l-control prime mover,
diesel engine, 30
l prime mover, 30
r gear, B.M.C. diesel

control platform truck,
diesel engine, 10
rward-control platform

control truck, P6 diesel
r container, cable tract
throughout, £300.
ward-control platform

level engine, cab and
air, mechanical con
ve, with Albion diesel

MER Superduty 7-ton
rward-control platform
truck, 1000 lbs. payload,
brown, fully equipped,
£1100, good condition.

ETERBOROUGH,
66011.
fitted heater, 1000
fitted heater, good type,
maroon, £90.

AD, BEDFORD,
£386.
engine, fitted heater, £20
£130.

rop-side truck, 1000
lb. payload, £110.
844-19

OTLAND, L TD.
AD,
-2.
Beaver tractor with
new 5th-wheel coupling,
wheelbase tipper, 1000
lb. payload, £110.

SERVICES,"
ROAD,
HAM, 6,
6-7-8.
r-wheelbase light-duty
truck, painted cream and
black, £110.

50.
r, £135.
ainted, £175.
£215.

844-177
SI, L TD.,
DISTRIBUTORS,
-2-3.
r.
Eaton 2-speed power
steering, £110.

de truck, petrol,
diesel 7-ton truck,
platform trucks, P6
alloy platform truck,
orm truck, Leyland
-ton platform truck,
r, P6.

(reconditioned A.E.C.
rries (choice of nine).
P6.
on lorry.
arabars, ideal for depot
vehicles in
odels.

very good condition
844-231

Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION.

PRESTON, LONGTON, LANC'S 3255-6,
GLASGOW, BELL 0073,
CARLISLE 25422.

COMMERCIAL AND PASSENGER VEHICLE
SPECIALISTS.

IMMEDIATE AND EARLY DELIVERY ALL MODELS

NEW ALBION.

REIVERS, CHIEFTAINS, CLAYMORES, AND
FORD THAMES TRADERS.

1956. October, A.E.C. 9.6 Malesic twin steer plat-
form lorry, air brakes, good order throughout,
unladen weight 5 tons 14 cwt. 56 lb.

1955. ALBION F37 Chieftrain alloy flat, syndromic
lubrication fitted, very fine order throughout,
unladen weight 3 tons 4 cwt. 108 qts.

1955. AUSTIN 2-3-ton drop-side lorry, as new.
unladen weight 2 tons 6 cwt. 28 lb.

1955. July, LEYLAND Comet 90 hydraulic tipper,
10-cu.-yd. all-metal body, unladen weight
5 tons 2 cwt.

1952. VANGUARD van, new diff., good order.

1952. E.R.F. 5LW unit, good order throughout, including
cab and 18-ft. flat, and tyres as new.

1952. unladen weight 4 tons 18 cwt. 2 qts.

1950. COMMERCIAL (petrol) 5-ton, fitted 2-tier sheep
float, good order, unladen weight 3 tons 4 cwt.
64 lb.

1949. MAUDSLAY Meritor 8-wheel double-drive,
chassis and cab only.

1949. ATKINSON 4LK unit platform lorry, good
order, unladen weight under 3 tons.

1948. SEDDON P6 unit platform lorry, good running
order, unladen weight 2 tons 17 cwt. 67 lb.

CRANES AND ENGINES.

MORRIS Versatile 5-ton electrically-operated crane
with Perkins P4 diesel engine, mobile, moves ahead,
reverse of sideways (not slewing), good order.

A.E.C. 7.7 engines from £50 each. Leyland 7.4,
complete with gearboxes from £100 each.

18 Leyland 4 for 4-cu. Gardner 5LW units complete
with Dornia flywheel and other conversion parts, Leyland
Comet engines and gearboxes.

MILLBURN MOTORS (PRESTON), L TD.

WALMER BRIDGE, LONGTON,
PRESTON, LANC'S

Phone, Longton, Lancs 3255-6.

N.B. NEXT MOTOR AUCTION SALE, THURSDAY,
MARCH 3 ENTRIES INVITED. 844-239

SIDFORD CAR SALES, L TD.

98-116 COMMERCIAL ROAD,
SOUTHAMPTON.

Phone 25252.

1960. February, forward-control MORRIS B.M.C.
diesel, 7-ton long-wheelbase double-drop-side
truck, extras include Eaton 2-speed axle, power steering,
works mileage (cost new price £1,557), bargain offered at
£1,199.

1959. July, forward-control COMMERCIAL TS3 diesel
lorry, 7-ton, long-wheelbase double-drop-side
truck, extras include Autovac brakes, heavy-duty
springs, 9.00 by 20 tyres, guaranteed 4,000 miles
only, completely as new (cost £1,723), bargain offered at
£1,199.

1958. Model forward-control FORDSON new look
12-cwt. van, beige, one owner, £185.

1957. Model normal-control AUSTIN 5-ton 51-cu.-yd.
long-wheelbase under-floor ram tipper, extras
include Eaton 2-speed axle, 8.25 by 20 tyres, one owner,
£1,199.

1957. Forward-control MORRIS J2 Omni Pick-up,
fitted tilt, one owner, £1,345.

1956. W.C. AUSTIN 5-ton 51-cu.-yd. medium-wheel-
base tipper, extras include Eaton 2-speed axle,
8.25 by 20 tyres, one owner-driver, £525.

1956. Forward-control MORRIS 20-cwt. parcel van,
green, immaculate, £375.

1956. Forward-control MORRIS 20-cwt. parcel van,
grey, one owner, £345.

1955. Forward-control TS3 diesel long-wheelbase plat-
form truck (in 1959 condition), £625; detachable
double-docker cattle container box optional, £185.

1954. FORDSON 4D diesel 2-ton Luton van, one
owner, heater, taxed, £265.

1954. AUSTIN Loadstar P6 diesel 5-ton long-wheel-
base double-drop-side truck, excellent order
throughout, £375.

1954. FORD 4-cu.-yd. Cost Cutter 2-3-ton drop-side
truck, £175.

1952. Model S/C BEDFORD S-type 6-cu.-yd. 7-ton
U-shaped metal tipper, £235. 844-230

TILBURY'S (SOTON), L TD.

CENTRAL STATION BRIDGE ROAD,
SOUTHAMPTON.

Phone 24731.

SEDDON DIESEL DISTRIBUTORS.

COMMERCIAL-KARRIER MAIN DEALERS (HEAVY).

PART-EXCHANGES AND H.P. TERMS.

1956. June delivery) SEDDON diesel Mk. 5-L, fitted
with de luxe cab, 8.25 by 20 tyres, one
owner, reasonable mileage, above average con-
dition, choice of two.

1955. SEDDON diesel Mk. 8-R, Scammell tractor
unit.

1954. SEDDON diesel Mk. 5-L, fitted with drop-side
body, one owner.

1954. SEDDON diesel Mk. 12, 18-ft. 6-in. platform
body, modified R6 engine, one C-licence owner.

1953. SEDDON diesel, platform body, above average
condition.

1950. DODGE 105, 105 model, very clean, reason-
able price.

1949. MAUDSLAY 4-wheeler with 4-wheel trailer,
engine recently fitted, good tyre equipment.

ALWAYS IN STOCK.

DIESEL AND
PETROL VEHICLES

BETWEEN £200-£400. 844-202

Used Goods Vehicles (contd.)

OSWALD TILLOTSON, L TD.

SUMMIT WORKS,
BURNLEY

Phone 2201-4.

PRESTON STREET, BRADFORD, 7.

Bradford 22377-8-9.

293 LIVERPOOL STREET, SALFORD, 5.

Pendleton 2845-6.

1952. LEYLAND Comet 90, 2-speed axle, 5-speed
box, 19-ft. body, twin fuel tanks.

1957. DENNIS Pax, Perkins P6 engine, 18-ft. body,
5-speed box.

1955. LEYLAND Octopus, 600 engine, 5-speed box,
double drive, air brakes, good condition; choice
of three.

1953. ATKINSON 8-wheeler, 6LW Gardner engine,
5-speed gearbox, double drive, 24-ft. 6-in.
timber body; choice of two.

1955. THORNYCROFT Trident tipper, 12-ft. 6-in.
timber body, 4-ft. sides, twin underbody gear,
very good condition.

1957. A.E.C. Mercury Mk. I tipper, good condition.

1955. LEYLAND Comet tipper, 90 engine, 2-speed
rear axle, all-alloy body, twin underbody gear,
fair condition.

1955. GUY Otter, 4LK Gardner engine, 2-speed axle,
clean and tidy machine.

1958. A.E.C. Mercury Mk. II chassis and cab, 11-ft.
6-in. wheelbase, excellent condition.

1954. ALBION Clydesdale, platform body, excellent
condition.

1957. LEYLAND Octopus, in very good condition.

1958. COMMERCIAL TS3 6-wheeler, Boys axle, 22-ft. 6-in.
body, air brakes.

1957. LEYLAND Comet 90 tipper, 12-ft. 6-in. by
2-ft. 6-in. body, twin front end gear.

1950. ATKINSON 8-wheeler, 6LW engine, double
drive, 24-ft. 6-in. body.

1954. LEYLAND Comet, 90 engine, bonneted-type
19-ft. body, 2-speed axle, tidy condition.

1955. A.E.C. Mammoth Major 9.6 engine, 5-speed
box, air brakes, very fair condition.

1954. THORNYCROFT Trusty 4-wheeler, excellent
condition; choice of two.

1954. THORNYCROFT 8-wheeler, in very good
mechanical order.

MEDIUM CAPACITY.

1952. DODGE 6-cylinder petrol-engined tipper.

1957. FORD 5-ton 4D, very good condition.

1957. ALSO selection of cheap pre-1948 4-, 6- and 8-wheelers.

PHONE OR CALL.

PART-EXCHANGES ARRANGED.

844-368

IMPORTANT NOTICE

TO COMMERCIAL VEHICLE OPERATORS
THE FOLLOWING VEHICLES ARE BEING
DISPOSED OF BY

K. AND B. MOTORS (NEWCASTLE), L TD.

AT THEIR BENWELL LANE GARAGE,
NEWCASTLE UPON TYNE.

NO H.P. CHARGES ON TWELVE MONTHS'
AGREEMENTS DURING THIS SALE.

1958. Trader 7-ton tipper.

1958. Trader 7-ton platform.

1958. FORD 4D 5-tonner.

1951. FODEN 5, long wheelbase.

1957. GUY Otter platform.

1957. B.M.C. 7-ton platform

1956. A.E.C. Mercury.

1955. BEDFORD 5-type platform.

1955. BEDFORD, Meadows engine.

1955. BEDFORD normal-control 5-ton platform.

1955. (Registered) E.R.F. 8-wheeler platform.

1950. FORD tipper, P6.

1953. A.E.C. Monarch.

1952. ATKINSON 6-wheel tipper (reconditioned).

1946. YORK T.A. trailer, 25-ft., as new.

1957. ALSO THE FOLLOWING LIGHT VEHICLES.

1957. AUSTIN A40 pick-up.

1958. BEDFORD 12-seater Workabus.

1955. THAMES 5-cwt. van.

K. AND B. MOTORS (NEWCASTLE), L TD.

BENWELL LANE,
NEWCASTLE UPON TYNE, 5.

Phone 35273. 844-218

DUNNS MOTORS, L TD.

TAUNTON AND EXETER.

Phone, Taunton 2607-8.

FOR COMMERCIAL, KARRIER.

NEW 6-ton COMMERCIAL med. die drop-sider, o.s. tyres,
immediate delivery.

1956. FORD 4D 4-ton long-wheelbase drop-sider,
helper springs low mileage, excellent condition,
£500.

1955. FORD 4D 4-ton long-wheelbase drop-sider,
£100.

1946. BEDFORD 3-ton van, £100. 844-204

Used Goods Vehicles (contd.)

ROOTS, LTD.

OFFER FOR SALE.

CANTERBURY.

THE PAVILION,
PHONE 3232.

1956. AUSTIN 1 ton (diesel) van, moderate mileage,
£395.

1959. LAND ROVER, long wheelbase, hard top,
many extras, 1,500 miles only, as new, £765.

1950. COMMERCIAL 7-ton long-wheelbase drop-side
truck, £295.

1954. COMMERCIAL 25-cwt. van, grey, £150.

1953. COMMERCIAL 25-cwt. van, £100.

1954. COMMERCIAL express delivery van, grey, £185.

1954. COMMERCIAL express delivery van, maroon, £175.

1946. AUSTIN 2-ton platform, green, £50.

1955. FORD 10-cwt. van, blue, £120.

1956. BEDFORD 10-12-cwt. van, maroon-grey, £250.

BIRMINGHAM, 10.

COVENTRY ROAD,
CEN 8411.

1955. COMMERCIAL 7-ton 2-stroke diesel long-wheelbase
18-ft. drop-sider, ex C licence, £620.

1954. COMMERCIAL 25-cwt. personnel carrier, ideal for
civil engineering and contractor's work, just
repainted, £180.

1955. AUSTIN 2-ton diesel-engined box van, just
repainted green, exceptionally useful vehicle,
£360.

1953. COMMERCIAL 25-cwt. forward-control van, choice
of two, from £60.

1952. AUSTIN 3-way van, good example of its type,
£115.

1940. FODEN 8-ton drop-sider, rebuilt 1952, with
Gardner 5LW diesel engine, £230.

1954. KARRIER Gamecock low-loader chassis-cab,
fitted with tipping gear, ideal for local coal
delivery, £185.

ROCHESTER.

HIGH STREET,
CHATHAM 42231.

1958. AUSTIN 1-ton van, grey, very good condition,
£390.

1955. FORD Thames van, grey, one owner, good
condition, £180.

1954. FORDSON 10-cwt. conversion, fawn, one
owner, good condition, side windows, £209.

1955. AUSTIN A40 pick-up, blue, one owner, good
running order, £180.

1956. COMMERCIAL Express delivery van conversion,
fawn-blue, one owner, heater, scale, good con-
dition, £425.

1957. COMMERCIAL Express delivery van, blue, one
owner, very good condition, £410.

1954. BEDFORD Dormobile, double duty, grey, good
condition, side windows, £189.

MANCHESTER.

OLYMPIA, CHESTER ROAD,
BLA 6677.

1956. February BEDFORD tractor S-type diesel
engine, good condition, good tyres, £295.

1956. January, BEDFORD 8-10-ton Scammell tractor,
P6 engine, good tyres, good condition, £500.

1955. November, COMMERCIAL 7-ton drop-side, diesel
engine, high-loading body, painted red, good
tyres, good condition, £600. 844-362

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tyres, good condition, £600. 844-362

1955. November, COMMERCIAL 7-ton drop-side

Used Goods Vehicles (contd.)

COMBERHILL MOTORS, LTD.
INGS ROAD, WAKEFIELD.
(6771, 10 lines.)
COUNTY DISTRIBUTORS FOR
ATKINSON VEHICLES.
MORRIS-B.M.C. AGENTS.

NEW ATKINSON L1786XA (Gardner 6LX 150 b.h.p.)
17-ton 8-wheeler chassis-cab, 9.00 by 24 tyres.
NEW ATKINSON L1746X (Gardner 6LX 150 b.h.p.)
4-wheel tractor, fifth wheel coupler.
NEW ATKINSON M44LW (Gardner 6LW) 8-10-ton
4-wheel Milshaw twin-ramp tipper, 15-ft. alloy body.
NEW MORRIS (B.M.C. 5.1-litre) 7-ton 120-in., 150-in.
and 160-in. wheelbase 4-wheeler chassis-cabs.
NEW MORRIS (B.M.C. 5.1-litre) 5-ton forward-control
double-drop-side truck, 8.25 by 20 tyres.
NEW MORRIS (B.M.C. 5.1-litre) 7-ton 120-in. and
150-in. wheelbase 4-wheel Milshaw twin-ramp tipper.
NEW BEDFORD SSC1 diesel 7-ton 4-wheel 12-ft.
Milshaw tipper.
1959 MORRIS (B.M.C. 5.1-litre) 7-ton 150-in.
wheelbase 15-ft. Milshaw alloy tipper.
1958 ATKINSON S1768L (Gardner 6LW) 17-ton
8-wheel double-drive alloy tipper, 23-ft. body.
1957 56 ATKINSON L1586 (Gardner 6LW) 17-ton
8-wheelers, 24-ft. drop-siders; choice two.
1957 ATKINSON L1786 (Gardner 6LW) 17-ton
8-wheelers, 23-ft. alloy alloy tipper.
1957 56 AUSTIN-B.M.C. (5.1-litre) 5-ton long-
wheelbase 4-wheel tipper and platform.
1956 ALBION Reiver 6-wheel double-drive
platform truck, Michelin C.20.
1956 54 BEDFORD 4-ton and 7-ton long-wheelbase
Milshaw tippers; choice of three.
1956 54 SEDDON (Perkins P6) 6-7-ton 4-wheel long-
wheelbase platform and tippers; choice of three.
1956 ATKINSON M644 (Gardner 6LW) 7-8-ton
4-wheel Milshaw 15-ft. alloy tippers.
1955 MORRIS-COMMERIAL diesel 4-wheel
tractor, Scammell coupling, £350.
1955 COMMER TS3 factory-reconditioned
diesel 7-ton 4-wheel, 18-ft. platform.
1955 A.E.C. Mercator 7.75-litre 7-8-ton 4-wheel,
21-ft. platform, 9.00 by 20.
1955 LEYLAND (Comet 90 diesel) 7-8-ton 4-wheeler,
20-ft. platform, overdrive cab.
1955 ALBION Chieftain (diesel) 4-wheel long-
wheelbase platform and tippers; choice two.
1954 48 FODEN 8-wheeler (Gardner 6LW) 15-ton
8-wheelers, 24-ft. platform; choice three.
1954 COMPLETE DETAILED LIST AVAILABLE.
YORK TRAILER DISTRIBUTORS.
HIRE-PURCHASE FACILITIES.

COMBERHILL MOTORS, LTD. 844-414
HALFWAY AUTOS.
SOUTHDEN ARTERIAL ROAD.
EAST HORNDRON.
Herongate 394 and 269.

1959 BEDFORD tipper, 3-type, diesel engine, 2-speed
axle, choice of three, in excellent condition.
1959 BEDFORD tipper, 5-type, 2-speed axle, all-
steel body, choice of two, £1,025.
1958 AUSTIN 15-cwt. van, alloy, unwritten, £375.
1958 TS3 diesel COMMER, 18-ft. double-drop-sided
body, owner-driven, 9.00 by 20 12-ply rating
tyres, very good condition, £945.
1952 AUSTIN A40 van in green, £125.
1957 DODGE tipper, diesel engine, Eaton 2-speed
axle, 6-type, £950.
1957 FORD Thames van, 7-cwt. utility, radio and
heater, many extras.
UNREGISTERED COMMER diesel 25-cwt. van, £550.
1953 AUSTIN A70 gown van in green, fitted walls,
in excellent condition, £265.
1954 AUSTIN A40 pick-up, red and black, £225.
1958 AUSTIN A55 van, green, in tip-top condition,
£545.
1946 SCAMMELL 8-wheeler, 6LW engine, 6-speed
gearbox, 24-ft. platform, good condition, £295.
1948 GUY Wolf 50-cwt., choice of two, £299.
FODEN 8-wheeler, new Atkinson body, reconditioned
ALBION van, 50-cwt.
1946 SEDDON diesel 2-ramp tipper, 9-yd. body, P6 engine,
£350.
1957 COMMER 7-ton diesel TS3 platform truck,
9.00 by 20 tyres, heater, excellent condition,
£875.
1956 DODGE tipper, diesel, works reconditioned,
£695.
RAY POWELL, LTD. Eastern Avenue, Ilford, Essex.
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SAYERS GARAGE. Brough, Westmorland. Brough 226.
844-778

WHALEBONE MOTORS, LTD. OFFER:—
1952 A.E.C. 4-wheeler, 7.7 engine, 20-ft. double-drop-
side body, choice of two.
1955 54-53 LEYLAND 8-wheelers.
1951 LEYLAND Comet tipper, 2-speed axle.
1954 ALBION 8-wheeler.
A.E.C. 4-wheeler, 7.7 engine, new tipping gear and
body.
1945 SCAMMELL tractor units.
1956 FORD 4D boxvan.
1950 F.G. FODEN 6-wheeler.
1950 F.G. FODEN 8-wheeler, both cheap to clear.
1952 FORD diesel, fitted ejector body, excellent
throughout, choice of two.
1951 FODEN 6-wheeler, 6LW Gardner double-drive.
1955 56 B.M.C. 5-ton diesel cheap; choice of two.
239-241 High Rd., Chadwell Heath, Essex.
Phone, Seven Kings 582. 844-329
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Used Goods Vehicles (contd.)

JOHN JORDAN.
E.R.F. DISTRIBUTORS, FORD AND ROOTES
AGENTS.
MANOR GARAGE, GREAT NORTH ROAD.
SANDY, BEDFORDSHIRE.
Phone 271 (two lines).

OFFER the following vehicles ex-stock:—
TIPPERS:—
NEW COMMER TS3 11-ft. 9-in. steel 9-yard tipper, 900
by 20 air brakes.
1956 BEDFORD A-type petrol short-wheelbase tipper,
£425.
1953 Ditto, one careful owner, 4-yard, £350.
1955 COMMER QX 5-ton short-wheelbase 4-yard,
£150.
1951 DENNIS Pax long-wheelbase, diesel, 15-ft. twin
Telehoist, £275.
1947 E.R.F. medium-wheelbase tipper, 557 gearbox,
£400.
PLATFORM LORRIES.
NEW FORD 6D Trader, artic., unit, 825 by 20, or com-
plete with B.T.C. 20-ft. 4-in-line, £1,250.
1956 COMMER TS3, 18-ft., new engine, £725.
1956 DODGE 3146, R6, Mark II, 18 ft., taxed and
ready for work, £625.
1955 SEDDON Mark 7, 17 ft., taxed, £425.
1952 SEDDON-CARRIMORE 12-ton, 23-ft., £525.
1951 COMMER QX Tasker 12-ton, 23 ft., 2-speed
axle, £325.
1954 LEYLAND Comet, long wheelbase, Hommalloy
airflow bulk cement or powder body, £650.
1948 JENSEN 22-ft. all-alloy vehicle, £285.
VANS, etc.
1956 FORD 4D standard 2-ton van, £285.
1954 FORD Cost Custer, ditto, £175.
1954 COMMER QX pantechinon, 850 cu. ft., £275.
1952 MORRIS, forward control, 1,000 cu. ft., £195.
1954 MORRIS Oxford pick-up trucks, choice of three,
£175-£325.
1956 BEDFORD CA van, £295.
MANY other vehicles in stock. Top prices for your
vehicle in part exchange. Lowest H.P. terms. Open
Sunday mornings. 844-546

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WEALDSTONE, MIDDLESEX.

1956 SEDDON MK. VIII R6 articulated unit with
trailer, £1,350.
1955 Thames 2-ton van, 4D, £375.
1955 Thames long-wheelbase platform truck, 4D,
£395.
1958 Thames 3-ton truck, 4D, £325.
1956 Trader 5-ton platform, 4D, £775.
1956 Thames 5-ton platform, aluminium body, £625.
1956 Thames long-wheelbase truck, 4D, £485.
1955 Thames long-wheelbase truck, 4D, £375.
1953 Thames ET7 long-wheelbase chassis-cab, £225.
1952 Thames 5-ton long-wheelbase boxvan, £295.
1948 AUSTIN 2-ton truck, £95.
1956 BEDFORD 5-cu.-yd. tipper, £375.
1956 BEDFORD 5-cu.-yd. tipper, £445.
1955 BEDFORD 5-cu.-yd. tipper, £225.
1955 BEDFORD 7-ton long-wheelbase truck, £325.
1951 THORNCROFT 6-ton platform, £275.

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OPEN UNTIL
7 P.M. MONDAYS TO FRIDAYS.
AND TO
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REIGATE 2263 (SURREY).
NEW VEHICLES AVAILABLE FOR
IMMEDIATE DELIVERY.

MORRIS-COMMERIAL 5-ton diesel long-wheelbase
chassis and cab.
30-CWT. diesel LD2 petrol van.
30-CWT. diesel LD2 chassis.
88-IN. diesel LAND ROVER.
88-IN. petrol LAND ROVER.
**GOOD STOCKS OF
SECOND-HAND VEHICLES**
AS BELOW:—
1956 AUSTIN 5-ton drop-side truck, £450.
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1958 MORRIS 10-cwt. van, attractive vehicle, £425.
1956 BEDFORD CA van, £275.
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FOR
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Phone 34884.

NEW LEYLAND CS3-3R chassis and cab.
NEW LEYLAND CS3-8R chassis and cab.
NEW ALBION Clydesdale CD21L chassis and cab.
NEW ALBION Chieftain CH3 ANL chassis and cab.
1958 FORD Trader 6D 6-wheeler, trailing axle, 22-ft.
platform body.
1958 BEDFORD, Comet engine, 6-wheeler Boys
trailing axle, platform body.
1956 B.M.C. 7-ton 18-ft. platform body.
1953 (Late) DODGE, Perkins R6, 17-ft. platform.
1953 FORDSON short-wheelbase tipper, 4D engine,
steel body.
1953 AUSTIN 5-ton, Perkins P6, Balco extension,
platform body.
1951 FORDSON short-wheelbase tipper, 4D engine,
steel body.
1950 FORDSON, Perkins P6, drop-side body.
1949 ALBION medium-wheelbase tipper, fitted Chieftain
diesel engine, good condition.
1948 ALBION FT3 petrol medium-wheelbase tipper,
good condition.
1947 ALBION CX medium-wheelbase tipper. 844-527

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BRITAIN'S FIRST MAIN DEALER.
EARLY OR IMMEDIATE DELIVERY OF ALL
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1959 5-ton Trader, Balco extension, 21-ft. platform
body.
1956 MORRIS 30-cwt. diesel truck.
1957 FORD Trader 6-yd. 6D tipper.
1958 MORRIS tractor unit, B.M.C. diesel, with
Scammell equipment.
1956 December, FORD 4D with Balco extension.
1956 FORD 4D long-wheelbase truck; choice of
three.
1956 FORD 4D long-wheelbase tipper, Pilot gear.
1951 COMMER QX 7-ton truck.
1955 SEDDON 6-yd. tipper.
1951 FORD, P6, long-wheelbase truck.
1953 FORD 4D tipper.
1949 COMMER QX 3-ton van.
1951 FORD 4D tipper.
1943 FODEN DG6-12, servo brakes, new cab

PERCY HENDY, LTD.

VINCENTS WALK, SOUTHAMPTON 28331.

PERCY HENDY, LTD.

THAMES HOUSE, CHANDLERS FORD 2271.
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**THE NIGHTINGALE ENGINEERING CO.
LTD.**

1952 December, KARRIER 3-ton low-loader, clean
body.
1951 MAUDSLAY 8-wheeler flat platform.
1951 E.R.F. twin-stear platform, good condition.
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SPURLING MOTORS (CHISWICK), LTD.
(CHISWICK FLYOVER).

FOR Quality Tested used vehicles.
1956 November, BEDFORD 3-ton, petrol, Spurling
integral van, excellent condition, £375.
1953 BEDFORD 25-cwt. petrol Spurling van, clean
condition, £225.
1956 BEDFORD 5-ton petrol long-wheelbase truck,
excellent condition, £475.
1958 BEDFORD CA van, one owner, first-class con-
dition, £350; choice of several.
1954 BEDFORD Utilabrace, black-ivory, low mil-
age, one owner, first-class condition, £450.
1954 SCAMMELL Scarab 3-ton petrol, £125.
1958 KARRIER Bantam diesel special boxvan, one
owner, excellent condition, £675.

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CHISWICK HIGH ROAD,
CHISWICK, W.4.
Chiswick 6741. 844-330

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NEW AUSTIN 152 van, immediate.
1955 FORD 4-ton 4D long-wheelbase truck, one
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1957 Late, AUSTIN A35 2-door saloon, heater,
extras, £425, terms.
1954 AUSTIN Somerset, grey, heater, one owner,
£350, terms.
1956 AUSTIN A40 1-ton van, one owner, £250,
terms.

FINCH STREET,

DEPTFORD, S.E.8.
Phone, Tideway 4441. 844-9

Used Goods Vehicles

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RETAIL DE
MORRIS.
1954 3-ton norma
£300.
1954 MORRIS 5-to
diesel tipper
BEDFORD.
1955 7-ton forw
wheelbase lor
5-ton norma
lorry, petrol.
1956 FORD.
1955 5-ton 4D no
form lorry, 4
AUSTIN.
1955 AUSTIN 10
lorry, petrol.
VANS.
1956 BEDFORD
offers
1952 DENNIS 5-to
and rear load
1950 AUSTIN 3-to
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SHOWROOMS: Darlin
S Wolverhampton 204
FULL range of Morris
F available for imm
MAYDAY R. TD.
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WHIT
£75. 1948 AUSTIN
£175. 1949-53 L
£130. 1950 BED
good all re
£125. 1947 BED
£145. 1950 COM
£575. 1956 (Oct
diesel truck
1958 1958
£1,250. 22-ft. b
£450. good con
1949 A.E.
£575. 1955 FOR
mechanical
1953 KAR
£175. 1954 FOR
£150. 1954 A
£150. 1955 BE
£250. 1955 DO
£220. 1955 DO
£135. 1953 A
PART-EXCHANGES
WHIT
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G. S. O.
MAIN
NEW B
4-TON long-wheel
diesel.
7-TON long-wheel
diesel 2-speed ax
BEDFORD 35-cwt.
USED commercial
1949 BEDFORD
1947 BEDFORD
engine an
1950 AUSTIN
condition,
1954 BEDFORD
DOMINION HO

PS). L.T.D.
LAND,
EDS. 7.

and cab.
and cab.
chassis and cab.
NL chassis and cab.
line, trailing axle, 22-ft.
ine, 6-wheeler body
rm body.

K6, 17-ft. platform.
ie tipper, 4D engine.
P6. Baico extension.
ie tipper, 4D engine.
drop-side body.

ie tipper, fitted Chet
condition.
um-wheelbase tipper.
celbase tipper.
844-527

ORD.
DEALER.
IVERY OF ALL
S.

ision, 21-ft. platform
truck.
pper.
B.M.C. diesel, with
ith Baico extension.
ie truck; choice of
iphner. Pilot gear.

k.
e truck.

akes, new cab
L.T.D.
MPTON 2831.
T.D.,

S FORD 2271.
NEERING C.

on low-loader, class
at platform.
ood condition.

2. Batteries 2103.
844-283
WICK). L.T.D.
(R).

on, petrol. Spurling
dition, £375.
Spurling van, class
ng-wheelbase truck.

ner, first-class con-
ck-ivory, low mil-
condition, £450.
petrol, £125.

pecial boxvan, one
£675.
SE,
DAD,

844-330
L.T.D.
L.T.D.

celbase truck, one
£275.
£175.

on saloon, heater.
heater, one owner.
one owner. £238.

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844-51

Used Goods Vehicles (contd.)

BRADBURN AND WEDGE, L.T.D.
DISTRIBUTORS.
MORRIS, MORRIS-COMMERCIAL, M.G., RILEY,
RETAIL DEALERS WOLSELEY.

MORRIS.
1954 3-ton normal-control drop-side lorry, diesel.
1954 MORRIS 5-ton normal-control short-wheelbase
diesel tipper.

BEDFORD.
1955 7-ton forward-control alloy-platform long-
wheelbase lorry, diesel; offers.
1956 5-ton normal-control long-wheelbase drop-side
lorry, petrol, offers.

FORD.
1955 5-ton 4D normal-control long-wheelbase plat-
form lorry, diesel; offers.

AUSTIN.
1955 AUSTIN Loadstar long-wheelbase drop-side
lorry, petrol.

VANS.
1956 BEDFORD 10-12-cwt. vans, choice of two;
offers.
1952 DENNIS 5-ton petrol integral-bodied van, side
and rear loading; offers.
1950 AUSTIN 3-way loader; offers.

DISTRIBUTORS' allowances on part-exchanges.
TERMS and part-exchanges arranged.
SHOWROOMS: Darlington St., Wolverhampton. Phone.
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PULL range of Morris-Commercial and B.M.C. vehicles
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NEW AUSTIN Gipsy (diesel).
NEW STANDARD Atlas 10-12-cwt. van (side loading
door).
NEW STANDARD Atlas 10-12-cwt. pick-up truck, H.D.
1959 Thames Trader 7-ton 6D 8-cu.-yd. tipper, 9,000
miles, £1,100.
1958 Thames Trader 7-ton tippers, choice of two,
£800.
1958 Thames Trader 5-ton tipper, £820.
1958 Thames 10-12-cwt. van, £375.
1957 November, BEDFORD Workabus, £375.
1956 BEDFORD 10-12-cwt. van, £275.

1956 DODGE 6-ton tipper, Model 103P6, with light-
alloy body; choice of six from £650.
1956 BEDFORD A3 petrol tipper, £375.

1951 DODGE Model 123 5-cu.-yd. tipper, £295.
MAYDAY RD., Thornton Heath, Croydon, Thornton
Heath 3473. 844-310

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1948 AUSTIN 3-way van, good mechanically.
1949-53 LAND ROVERS; choice of three.
1950 BEDFORD 4-ton van, roller-shutter doors,
good all round.
1947 BEDFORD diesel long-wheelbase tipper.
1950 COMMER diesel long-wheelbase truck.
1956 (October) COMMER TS3 double-drop-
side truck, good condition, bargain.
1958 COMMER TS3 6-wheel platform.
1950 22-ft. body, air brakes, very good condition.
1953 COMMER R6 diesel, artic. 20-ft. trailer,
good condition, many extras.
1949 A.E.C. 7.7 diesel, long-wheelbase truck.
1955 FORD 4D 2-ton standard van, very good
mechanically, body rough.
1953 KARRIER Bantam tipper; choice of two.
1954 FORD short-wheelbase tipper, P6 engine,
steel body.
1954 AUSTIN short-wheelbase tipper, P6
engine.
1955 BEDFORD short-wheelbase tipper, steel
body.
1955 DODGE short-wheelbase tipper, petrol
engine.
1953 AUSTIN Loadstar petrol truck.

**PART-EXCHANGES and DEMONSTRATIONS WITH
PLEASURE.**

WHITEHOUSE MOTORS.

STREETS CORNER.

WALSALL WOOD.

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G. S. O'SCROFT AND CO. L.T.D.

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NEW BEDFORDS FROM STOCK.

10-ton long-wheelbase normal-control drop-side truck.
10-ton long-wheelbase forward-control drop-side truck.
10-ton 2-speed axle, heavy-duty tyres.
BEDFORD 35-cwt. Hawson van, petrol or diesel.
Used commercial vehicles.

1949 BEDFORD 5-ton drop-side truck, petrol, £80.
1947 BEDFORD 2-ton Luton van, petrol, recent new
engine and gearbox, £60.
1950 AUSTIN 5-ton drop-side truck, petrol, good
condition, £125.
1954 BEDFORD drop-side truck, petrol, 7-ton, £225.

DOMINION HOUSE, Derwent St., Derby 40171.
844-180

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CENTRAL GARAGE.
AUTHORIZED
LEYLAND, ALBION DEALER.
BARNSELY ROAD, SOUTH ELSMALL.
NEAR PONTEFRAC.
Phone, South Elmsall 276-7-8.

NEW ALBION Chieftain model ANT tipping chassis
and cab.
ALBION Chieftain, 1954, with alloy platform body.

MAUDSLAY 1951 8-wheeler, 9.6 engine, 24-ft. alloy
platform body.
ALBION Reiver, 1955, with 22-ft. platform body.

DENNIS Pax, 1956, P6 engine, 18-ft. alloy drop-side
body.
B.M.C., August, 1957, long-wheelbase drop-sided
body.

ALBION Model HD, 1951, fitted with 20-ft. platform
body.
GUY Otter, 1955, fitted 18-ft. drop-side body, 4LK
engine and 2-speed axle.

MAUDSLAY Maharae tractor, 1947, with fifth wheel
coupling and 24-ft. Dyson tandem-axle semi-trailer.
MAUDSLAY Mogul, 1948, Gardner 5LW engine, drop-
side body.

LEYLAND, 1955, semi-forward control, fitted with 18-ft.
drop-side body.
COMMER TS3, 1957, with 22-ft. platform body and
COMMER TS3, 1957, 9.00 by 20 tyres, drop-side body.

TERMS and PART-EXCHANGES.
CENTRAL GARAGE,
SOUTH ELSMALL. 844-358

L. F. DOVE (C.V.), L.T.D.

AUSTIN COMMERCIAL DISTRIBUTORS.

1959 AUSTIN 5-ton diesel drop-side with bolster
green and red, used for demonstration, 10,000
miles only, £850.
1955 AUSTIN 7-ton diesel, platform truck, new
engine test mileage only, 2-speed axle, power
steering, in austin primer, £750.
1958 AUSTIN A55 van, £345.

1955 AUSTIN A40 10-cwt. van, £215.
1953 AUSTIN A30 pick-up with canopy, £185.
1950 AUSTIN 25-cwt. drop-side truck with bolster,
£50.

IMMEDIATE DELIVERY.
NEW 5-ton long-wheelbase diesel chassis-cab and drop-
side.
NEW 301 light 2-ton diesel drop-side truck.
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Addiscombe 3131. 844-465

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LEIGHTON BUZZARD, BEDS.

Phone, Leighton Buzzard 2241-2.

1958 B.M.C. 7-ton platform lorry, 2-speed axle,
power steering, 9.00 by 20 tyres, 44,000 miles,
owner driver, £825.
1957 August, B.M.C. 7-ton drop-side lorry, 2-speed
axle, power steering, 9.00 by 20 tyres, nice
order, £750.
1957 November, FODEN twin steer drop-side lorry,
12-speed gearbox, 10.00 by 20 tyres, unladen
weight 5 tons 6 cwt., £1,650. 844-437

COUNTY OAK SERVICE STATION, L.T.D.,
VAUXHALL-BEDFORD MAIN DEALERS,
LONDON ROAD, CRAWLEY, SUSSEX.
Phone, Crawley 25475-6-7.

1957 BEDFORD Kenex Utilibaker, one owner, £365.
1956 September, BEDFORD diesel tipper, 5-ton,
exceptionally good order, one owner, £550.
1956 September, 7-ton BEDFORD U tipper, diesel,
one owner, £430.
1956 BEDFORD CA van, £240.

1955 TROJAN diesel 1-ton van, choice of two, £245.
1952 BEDFORD 5-ton tipper, £150.
1951 AUSTIN 3-way loader, one owner, £85.
1951 15-cwt. TROJAN van, petrol, £35.
1950 October, AUSTIN 2-ton Luton van, £75.
1955 FORD 10-cwt. van, £135.
1949 2-ton BEDFORD boxvan, one owner, £75. 844-442

HILLS.

ALBION diesel 6-wheel twin-ram tipper, steel body, first
registered 1950, £645.
BEDFORD 5-ton long-wheelbase P6 diesel tipper, alloy
body, 12 ft. 6 in. by 6 ft. by 6 ft. 8 in. by 3 ft.
4 in. fixed sides, 8.25 by 20 12-ply tyres, first registered
October, 1955, £585.
BEDFORD pantechnicon on passenger chassis, petrol.
B approx. capacity 1,500 cu. ft., 8.25 by 20 10-ply
tyres, first registered 1954, £485.
BEDFORD 10-ton tractor, R6 engine, 7.50 by 20 10-ply
tyres, complete with 23-ft. Scammell platform trailer,
first registered 1954, £685.
BEDFORD diesel Mk. 7 3-ton boxvan, approx. capacity
680 cu. ft., 7.00 by 20 10-ply tyres, first registered
1956, £585.
BEDFORD diesel 6.7-ton platform lorry, with canopy,
approx. body dimensions 16 ft. by 7 ft., 8.25 by 20
12-ply tyres, first registered 1953, £465.

HILLS GARAGES (MANCHESTER), L.T.D.,
80-90 PORT STREET, MANCHESTER, 1.
Central 4311. 844-92

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BROWNHILLS MOTOR SALES,

Phone, Brownhills 2307, 2336 and 2392.

LEYLAND, ALBION, SCAMMELL.

AUTHORIZED DEALERS.

24-HOUR HEAVY-DUTY BREAKDOWN SERVICE.

1956 LEYLAND Comet F.C. long-wheelbase flat.
1956 LEYLAND Comet 90, 14-ft. 6-in. coal-tipping
body, £950 o.n.o.
1955 LEYLAND Comet 90, fitted 14-ft. 6-in. coal-
tipping body, £850.
1957 LEYLAND Comet 100 NC, long wheelbase,
alloy body, £1,000.
1953 LEYLAND Comet 90, long wheelbase, drop-
side £650.
1956 ALBION Reiver 6-wheel tipper, £1,650.

1955 ALBION 6-wheeler, 22-ft. 6-in. body, £1,100
o.n.o.
1957 B.M.C. 3-ton diesel long-wheelbase flat.
1954 AUSTIN Loadstar, P6 engine, long wheelbase,
drop-side, £1,300 o.n.o.
1952 VULCAN long wheelbase, Gardner 4LW
engine, £200.

BROWNHILLS MOTOR SALES,

WATLING STREET (A5),

BROWNHILLS, STAFFS.

Phone, Brownhills 2307, 2336 and 2392. 844-545

SPARSHATT, SOUTHAMPTON.

HAVE FOR DISPOSAL THE FOLLOWING

VEHICLES:—

FODEN 1950 5-ton platform truck, fitted with Gardner
4LK engine, in good condition, unladen weight 2 tons
18 cwt. 28 lb., price £375
LEYLAND 1955 July, Comet, Model ECOS2-4R with
20-ft. platform timber body, in good condition, price
£1,100.
December, 1957, Mercury Mark II, fitted
with alloy heated asphalt body, vehicle in
good condition, unladen weight 4 tons 14 cwt., price
£1,750.
LEYLAND, 1952, November, Model ECOS2-1R Comet
with 16-ft. 6-in. double-drop-side timber constructed
body, in good condition, price £650.
DODGE, 1955, October, 5-ton diesel Model 103AP6
standard tipper, in good condition, price £375.
DODGE, 1951, platform truck, petrol, powered, this
vehicle is in excellent condition, price £250.
PLEASE write or call: J. H. Sparshatt and Sons
(Southampton), Ltd., The Causeway, Redbridge,
Southampton. Phone, Totton 2258. 844-416

FRANK G. GATES, L.T.D.,

MAIN FORD DEALERS,

GATES CORNER, E.18.

Wan 6633.

1955 DODGE truck, P6 engine, long wheelbase, in
immaculate condition, £425.
1957 Thames 4-ton wheelbase flat platform truck,
£385.
1958 Thames Trader, 5-ton, 6-cylinder diesel, long
wheelbase truck, recent engine overhaul, £585.
1959 Thames 12-seater bus, bench-type seats, £485.
AND numerous FORD 10-cwt. vans from £90. 844-417

THOMAS S. WHITNEY AND CO., L.T.D.,

MAIN FORD DEALERS,

279-283 SCOTLAND ROAD, LIVERPOOL, 5.

Phone, North 3191.

IMMEDIATE DELIVERY FROM STOCK OF ALL
THE POPULAR NEW RANGE OF HEAVY
COMMERCIALS.

1958 S model BEDFORD articulated unit, 2-speed
axle, Bedford diesel, Scammell coupling, £650.
1957 October, COMMER TS3 6-wheel tipper, under-
floor ram, 9.00 by 20 12-ply tyres, painted
green, one owner, first-class condition all round, absolute
bargain, £900.
1956 B.M.C. 5-ton diesel flat, new engine and tyres,
£575.
1956 B.M.C. 5-ton diesel flat, £500.

1952 A.E.C. 41-seater Burlingham coach, radio, new
engine, certificate 1962, prescriptive box, 9.6
underfloor engine, diesel, Michelin tyres, buff and green,
£1,950.
1954 BEDFORD S model 7-ton drop-side truck,
R6 engine, 5-speed gearbox, 9.00 by 20 tyres,
£325.
ALSO available, several cheap Bedford, Austin and
Morris lorries, ex part-exchanges at knock-out prices.
844-237

PERCY D. SLEEMAN, L.T.D.,

LONDON COMMER DEALERS.

NEW. Immediate delivery.

COMMER 7-ton 13-ft. 6-in. wheelbase chassis-cab, air
brakes, 5-speed gearbox, helper springs, double
heaters, 9.00 by 20 tyres, blinker lights.
COMMER 12-ton tractor with Scammell automatic
coupling gear, 8.25 by 20 tyres, air brakes, rubber
wings, outside and normal-size towing loops, dual heaters.
COMMER-UNIPOWER 24-ft. 6-wheel platform truck,
with 9.00 by 20 tyres, air brakes, power steering.

1958 BEDFORD diesel 5-ton tipper.
1957 COMMER short-wheelbase tipper, alloy body
(choice of three).
1956 FODEN FOS-9 short-wheelbase tipper.

38 UXBIDGE ROAD,

EALING, W.5

PHONE, EALING 7987.

After hours, Iver 561 or Beaconsfield 1081. 844-502

845

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VICTORIA MOTOR CO. (BRISTOL), LTD.

MAIN FORD DEALERS,
TEMPLE GATE, BRISTOL, 1.
Phone, Bristol 53131 (10 lines).

"BEST IN THE WEST."

GOOD USED COMMERCIALS.

- 1958**, September, Thames Trader 5-ton 152-in. wheelbase, H.D. frame, flasher, 8.25 by 20 tyres with boxvan body, 15 ft. 6 in. by 7 ft. 7 in., 25,000 miles only, cost new £1,500, quick sale, £975.
1957, July, COMMER TS3 7-ton long-wheelbase new platform body, vacuum brakes, £875.
1957, January, two Thames 128-in. wheelbase 5-ton 4D Telchoist underfloor tippers, H.D. equipment, well shod, 5-cu.-yd. wooden bodies, £400 each.
1955, Thames 4D, 157-in. wheelbase, H.D. equipment, double-floor cattle truck, well shod, good condition, £545.
1948, November, DENNIS Lancel II diesel, Eaton 2-speed axle, Duplex 33-seater body, good tyres, clean condition, certificate of fitness until December, 1961, cream and blue. Offers invited.

NEW VEHICLES EX STOCK.

THAMES Trader 7-ton 160-wheelbase platform truck, high headboard and tail, fitted flashers, 9.00 by 20 tyre equipment, heater and dual passenger seat.
THAMES 7-ton 160-in. diesel Trader chassis-cab with single T heater, dual passenger seat, 28-gallon tank, rear shock absorbers, flashers, 3-piece wheels. 844-247

WESSEX MOTORS.

NEW STREET, SALISBURY.
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- 1956** AUSTIN 5-ton long-wheelbase forward-control diesel lorry.
1954 AUSTIN 4½-yd. petrol tipper, mechanically sound.
1955 MORRIS ½-ton pick-up with tilt.
1958 MORRIS 5-ton long-wheelbase forward-control diesel lorry, in very good order.
1955 MORRIS 30-cwt. petrol drop-side truck, very clean.
1955 MORRIS Prime Mover, fitted B.M.C. 5.1-litre diesel engine.
1956 SEDDON 6-7-ton long-wheelbase drop-side diesel lorry, very good order.
1952 BEDFORD 5-ton normal-control drop-side lorry, petrol, good order throughout. 844-252

CHASERSIDE MOTOR CO., LTD.

GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.
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Phone, Enfield 3456.

- 1959** Trader articulated, blue-black, S.A.E. coupling, 12-ton K/O 12-ft. well, Crane trailer, 5,000 miles, £1,750.
1954 7-ton long-wheelbase DODGE platform truck, in very good condition, 5-speed gearbox, R6 engine, overhauled in 1959, £450.
1957 SEPTEMBER, 1957, Thames Trader 5-ton 4D, in fine condition, 7.50 by 20 tyres, including spare, excellent 24-ft. platform body on Balco extension, complete with 5-ft. full headboard and tail, cutters.
ALL new Trader models available from stock. 844-290

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1949 COMMER 7-ton petrol, tipper, £195.
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1956 AUSTIN A40 van, £150.
1955 BEDFORD 10-12-cwt. van, £225.
1955 BEDFORD 3-ton petrol truck, low mileage, £195.
1950 SCAMMELL articulator tractor, Perkins diesel unit, £120.
1945 2-ton COMMER drop-side truck, £100.

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Used Goods Vehicles (contd.)

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VANS.

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1957, November, MORRIS 13-seater Minibus.
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AUSTIN, Ford, Rootes Group.

COMPREHENSIVE stock always held.

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JUNE, 1957, B.M.C. 5-ton long-wheelbase platform truck, diesel, £600.
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LL above fitted with 5.1-litre B.M.C. diesel engine and are one-owner from new.
MARCH, 1952, GUY Otter long-wheelbase drop-side truck, 4LK Gardner engine, Homalloy body, ready for immediate service, £350.
APRIL, 1952, GUY Luton van, petrol, 950 cu. ft., £350 o.n.o.
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MITCHELL Lane, Victoria St., Bristol, 1. Phone 27063, four lines. Sales office: 24669. 844-436

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NEW vehicles in stock.

- TWO** A.E.C. Mercury chassis and cab, Mark II, 17-ft. 3-in. wheelbase.
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1957 FORD Sussex, forward control, 19-ft. platform body.
1949 BEDFORD petrol tipper.
1958 MORRIS Minibus P.S.V., certificate of fitness, 7.7 engine and gearbox, ex E.R.F.
A.E.C. 1956 BEDFORD-SCAMMELL articulated diesel, complete with 1,500 cu. ft. van trailer, £625.
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£250. 1957 FORD, 4D diesel, 2-ton boxvan.
£200. 1955 THORNCRÖFT Sturdy Star 6-ton lorry.
£150. S type 10-ton BEDFORD-SCAMMELL tractor, fitted P6 Perkins diesel engine, cab a bit rough.
£165. 1952 VULCAN-SCAMMELL tractor, Eaton 2-speed axle.
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12 17-ft. low-loader semi-trailer, 16-ft. well, knock-out axle.
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- LUTON**
1956 BEDFORD 5-ton, P6 diesel, 1,000-cu.-ft. pantechnic with drop well, £575.
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TRUCKS
1954 BEDFORD 5-ton petrol A-type drop-sided truck, a very clean vehicle, £300.
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1958 Thames 7-cwt. van, £345.
1959 Thames 10-12-cwt. van, £395.
1958 Thames 15-cwt. vans, choice of two, from £395.
1955 6 FORD 10-cwt. vans, from £150.
1958 Thames 12-seater, choice of two, from £325.
1958 Thames 12-seater, choice of two, from £385.
1959 BEDFORD Workabus, £350.
1956 Thames Trader 6D 7-ton long-wheelbase truck, £925.
1959 Also many other used tipping trucks, petrol and diesel.
Your inquiries invited.
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- 1959** BEDFORD SB3, fitted with 41-seat Burlington luxury coach body, heater, radio, finished in grey and red, red interior, certificate of fitness 1966, in new, £2,950.
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NEW DODGE 3123P chassis-cab.

- DODGE** 145 AR6 1956 long-wheelbase tipper, choice of two.
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E.R.F. 1942 6-wheeler, double-drive platform, recent paint and overhaul.
ALL the above vehicles are in very clean condition and are well tyres.

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NEW Thames Trader 4-ton 152-in. wheelbase 4-cylinder diesel chassis and cab, available from stock. 844-31
1953 MORRIS 5-ton drop-side long-wheelbase truck, £175.
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H. TAYLOR AND CO., LTD. Elmbridge 0081.
£685. 1956 (November) COMMER TS3 7-ton long-wheelbase truck, 5-speed box, 900 by 20 tyres, 14-tyres, excellent condition.
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A. AND L. VEHICLE SUPPLY CO., 27-41 Grand Lane, and Blackfriars, Salford, 3. Phone, Manchester Blackfriars 1511.
CHOICE of four 1955 Leyland Octopus; choice of four 1954 Albion Clydesdales, one Bedford 1952 long-wheelbase 7-tonner, equipped with mechanical slack, Glen George Road (Transport), Ltd., Mitcheldean, Glos. Phone, Drybrook 2367. 844-328

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1948 BEDFORD 5-ton boxvan, £95.
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CAMPBELL, SYMONDS AND CO., LTD., Ford Avenue, Wembley, Middx. Arnold 7771. 844-311

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(WALTHAM ABBEY), LTD.

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£395.
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long-wheelbase truck.
rucks, petrol and diesel.
Finchley.
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with 41-seat Burlington
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dy, low mileage, good
good condition.
rop-side body, tyres in
tipper, 7 cu. yd.
platform, 9.00 by 30
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641.
base tipper, choice of
engine, short-wheelbase
platform body.
-drive platform, recent
ry clean condition and
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loy drop-side truck
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-in, wheelbase truck,
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wheelbase 4-cylinder
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7-ton long-wheelbase
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Used Goods Vehicles (contd.)

WARWICK MOTOR ENGINEERING CO., LTD.
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1959 LEYLAND Super Comet, chassis and cab, available for 23-ft. 6-in. body.
1958 FORD Trader 7-tonner, cattle truck body, in excellent condition throughout.
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1956 THORNCROFT Sturdy Special, 20-ft. platform body, 9.00 by 20 tyre equipment.
1955 ALBION Reiver model LT107L, 22-ft. flat platform body.
1955 ALBION Reiver model LT107L, 22-ft. platform body.
1951 THORNCROFT Sturdy Star, 16-ft. 6-in. platform body.
For further details and prices of the above apply—
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SCAMMELL DISTRIBUTORS.
TOTTENHAM LANE, Hornsey, N.8. Mountview 3451.
LARGE range of new BEDFORD chassis and trucks available from stock, also selection from our used van and conversions.
1959 Utilibake, farmers special, red-ivory, heater, roof rack, flashers, 9,000 miles, £545.
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844-304

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SCAMMELL DISTRIBUTORS.
NEW BEDFORD 7-ton 156-in. wheelbase diesel drop-side truck.
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BEDFORD 10-12-cwt., 15-cwt. vans and conversions for new field conversions.
BEDFORD 10-12-cwt., 15-cwt. and conversions, in good condition, choice from £200.
1950 5-ton BEDFORD coach-built boxvan, one owner, £110.
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1958 AUSTIN vans, in good condition, from £120.
1952 3-ton Luton van, in good condition, £135.
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DODGE DISTRIBUTORS FOR EAST LONDON.
DODGE 246 R6 7-ton truck, 1957.
FORD 5-ton 4D hydraulic tipper, 1957.
MAUDSLAY hydraulic tipper, 1945, A.E.C. 7.7 engines.
Choice of two.
DODGE 103 P6 5-cu.-yd. hydraulic tippers, 1953, good condition, choice of two.
Mannor Major 8-wheeler, light-alloy platform, form 1951.
COMMER long-wheelbase chassis and cab, 7 ton, very good condition.
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200-220 CRICKLEWOOD BROADWAY, N.W.2.
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1957 AUSTIN A50 van, also A40 van.
1955 AUSTIN A40 pick-up truck.
1957 BEDFORD 10-12-cwt. pick-up.
1955 DODGE 5-ton diesel tipper.
1957 DODGE 5-ton 106 P6 truck, alloy body, choice of three.
1959 FORDSON 10-cwt. van, 14,000 miles.
1957 FORDSON 10-cwt. vans, choice of seven.
1952 SEDDON 7-ton long-wheelbase alloy platform.
1956 STANDARD 6-cwt. van, choice of two.
1947 JENSEN long-wheelbase platform truck.
50 Used vehicles, 5 cwt.-7 tons. 844-326

PETERBOROUGH ENGINEERING CO.
1957 DODGE 106AP6 drop-side truck, one owner, clean, £600.
1957 BEDFORD S 300 diesel long-wheelbase drop-side truck, £700.
1957 B.M.C. 5-ton diesel Scammell tractor, 2-speed axle, clean, £500.
1955 B.M.C. 5-ton diesel long-wheelbase platform truck, very clean, well above, £350.
1956 FORD 4D 5-ton 3-ton long-wheelbase drop-side truck, very clean, £500.
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PHONE 66161. 844-393

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1958 BEDFORD Workabus, £425.
1957 BEDFORD van, 10-12-cwt., £300.
1955 BEDFORD van, 10-12-cwt., £200.
1955 COMMER estate, £135.
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PRICE'S (EARL SHILTON), LTD.
MAIN MIDLAND DISTRIBUTORS FOR ATKINSON VEHICLES AND YORK TRAILERS.
ATKINSON 644 L.K. platform, sound machine, 6-tonner, £250.
ATKINSON 5LW 1953 4-wheel flat, £585.
NEW FORD Trader chassis and cab, 9.00 by 20 tyres, fitted York trailing axle to take 22-ft. body.
LIGHT COMMERCIALS.
NEW COMMER 3-4-ton van, sliding door, petrol, £526.
NEW COMMER express delivery van in primer, 10 cwt., £482.
NEW AUSTIN Omnitruck in primer, £514. All above ex stock.
DEALERS FOR FORD, AUSTIN, COMMER, KARRIER, LAND ROVER AND B.M.C. CARS AND COMMERCIAL VEHICLES.

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PERKINS DIESEL SIGNHOLDERS.
1957 BEDFORD 7-ton long-wheelbase truck, fitted with Leyland diesel engine, £750.
1955 6-ton DODGE diesel tipper with 6-yd. steel body, £525.
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PRALLS (HEREFORD), LTD.
COMMERCIAL VEHICLE SPECIALISTS.
ATKINSON, AUSTIN, FORD, DODGE.
1959 AUSTIN 7-ton 18-ft. drop-sided truck, 2-speed axle, tyres 9.00 by 20, power steering, 11,000 miles only.
1956 BEDFORD 7-ton, R6 diesel, 16-ft. 6-in. drop-sided body.
1955 DODGE 3-4-ton, P4 diesel, 12-ft. 6-in. Jennings cattle body.
1954 BEDFORD 7-ton tractor unit, R6 diesel.
PRALLS (HEREFORD), LTD.
HOLMER ROAD, HEREFORD. 844-91

1955, October, BEDFORD CA van, black, £265.
1955 AUSTIN A40 van, maroon, £245.
AUTO SALES AND SERVICES, LTD., Burgh Heath, Surrey. Phone, Burgh Heath 2059. 844-288
1954 ALBION Chieftain, 16 ft. 6 in., alloy platform, £450 o.n.o.; 1955 A.E.C. Mercury Mark I, 20 ft. platform, £950 o.n.o.
G. GOLDING AND SONS, LTD., Kingswood, Wotton-under-Edge, Glos. Phone, Wotton 2157. 844-23224
SALE due to replacements: Drop-side Ford trucks, 1956-57-58-59, B.M.C., 1957, Eaton 2-speed, drop side; Commer 1956 TS3, drop side, service engine three months; Ford van, Luton type, 1954, 950 cu. ft.; Dodge R6 wheel tipper, steel body, June, 1954. Phone, Stoke-on-Trent 2143-5. 846-8309
THREE Deyon trailers, all 35 by 8, as new, £45 each.
TWO Eagle tractors, 1,000 by 20, with sides, £50 each.
ONE MAUDSLAY cab and chassis, 7.7 engine, in tip-top condition throughout, £140.
20 BEDFORD 5-tonners, petrol and P6s, in good condition, £60 petrol, £120 diesel.
ERNEST THORPE AND CO., LTD., Thurgoland, near Sheffield. Phone, Stocksbridge 2152. 844-339
THE RELIANCE GARAGE CO. (BRIGHOUSE), LTD.
FOR Albion, Leyland and Thames, authorized fitting station for Telematic automatic chassis-lubrication equipment.
WAKEFIELD RD., Brighouse, Yorkshire. Phone: Day, Brighouse 1677; night, Bradford 7846 or 71077. 844-340
1948 ALBION 8-wheel, platform, choice of two, cheap.
1947 SCAMMELL rigid 8 cab and chassis, £285.
1956 B.M.C. diesel 3-4-ton double-drop-side truck, ex G. licence, £265.
1950 DENNIS P6s, platform, excellent condition, choice of three, £75 each.
F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 844-209
ALBION Chieftain tipper.
1955 BEDFORD 7-ton diesel drop-side.
1951 E.R.F. 4-wheel drop-side.
1952 E.R.F. 8-wheel platform.
HIRE-PURCHASE and part-exchanges.

COMMERCIAL MOTORS (CLAY CROSS), LTD., Derby Rd., Clay Cross, near Chesterfield. Phone, Clay Cross 3302; after 6 p.m., Chesterfield 6546. Clay Cross 2364. 844-45
1956 B.M.C. long-wheelbase 7-tonner diesel, 2-speed axle, power steering, £585.
1955 BEDFORD diesel 5-ton tractor unit, Scammell attachment.
1955 BEDFORD short-wheelbase upper, petrol, £250.
1955 FORD 4D long-wheelbase diesel, alloy body, £365.
1955 FORD Cost Cutter, petrol, small mileage, £285.
WALTER WALKER (ECCELSFIELD), LTD., Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 844-343
1959 BEDFORD 7-ton long-wheelbase diesel platform truck, £825.
1955 FORD 4D drop-side truck, £375.
1954 BEDFORD 3-ton A-type short tipper, one owner, £230.
1950 BEDFORD cattle container truck, 18-ft. Jennings body (Perkins P6), £175.
FARRINGTONS, Evinston, Leicestershire. Phone 38102. 844-603

Used Goods Vehicles (contd.)

GILBERT RICE, L.T.D.
HORSHAM, SUSSEX.
Phone 4331.
1948 BEDFORD 3-ton pantechnicon, new engine and back axle recently fitted, £85.
1953 BEDFORD 5-ton insulated meat van, £295.
1954 AUSTIN 3-ton diesel truck, recollimated, excellent condition, £365.
1955 BEDFORD 7-ton platform diesel truck, good tyres and in good condition, £395.
1956 LAND ROVER, short wheelbase, with tilt, in fair order, £265.
THREE new Thames Traders in stock. Phone for details. 844-200

DISPATCH MOTORS,
FORD DISTRIBUTORS.
256-278 BOROUGH HIGH STREET, S.E.1.
4-ton long-wheelbase 4D truck, choice of six from £525.
1956 Vanguard diesel van, overdrive, £335.
1955 25-cwt. COMMER short-wheelbase truck, choice of three from £245.
PHONE, WATERLOO 5991. 844-300

OVER HALL GARAGES, LTD.
SELECTION BEDFORD vans.
1955 BEDFORD long-wheelbase tipper.
1951 AUSTIN diesel platform lorry.
1954 BEDFORD 10-ton diesel tractor unit, Scammell coupling.
1955 BEDFORD 10-ton tractor unit, 2-speed axle, diesel, with 23-ft. platform trailer, owned by owner.
IMMEDIATE delivery new BEDFORD 7-ton long-wheelbase.

OVER HALL GARAGES, LTD.
STAINES ROAD, BEDFORD, MIDD.X.
Ashford 5741. 844-302

1957, October, FORD Trader (Balco extension), 18-ft. 6-in. drop-sided body.
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1950 certificate of fitness
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1200, licensed until Dec
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1952 FODEN 61V
fitness, October
would cost
part-exchange £1,350 o
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1953 GUY Arab
luxury conc
engine, prescriptive air-c
valve. Metal-craft show
use of fitness 1963, £
duple 29- or 33-sea
Cwmavon, Walsall Rd.
35-4.

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34 CL
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1954 GUY Arab
engines, 41-
certified in 1954, choice

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TWO LEYLAND
Duple, heaters, re
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separate £300 each. 8

1950 LEYLAND
door, needs
1951, full-front Duple,
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coach, heu
mod, bus engine nec
consider exchange with
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condition, offers.

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1958 line selection
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coach, low
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body, with many extra
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engine, gearbox and
1963, wide bumper
Also 1949 Vista, 29
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Super Vega 36-seater,
immaculate condition
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choice of two.
Vega, beautiful con-
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Vistas, choice of
844-40

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1954 BEDFORD petrol 36-seater, Yeates Riviera luxury body, heater, radio, etc., certificate of fitness 1964, £1,850.
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WANTED, 1959 BEDFORD Duple 41-seater coach, 40 Carlisle Lane, London, S.E.1. Waterloo 844-160
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1951 Hilly Motors Services, Great Barford, Bedford. Phone, Great Barford 235. 844-8

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Phone 23212.

1954 GUY Arab lightweight, 6HLW underfloor engine, 41-seater Burlingham Seagull coaches, offered to 1964, choice of nine, ex our own fleet, £2,400. 844-149

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GUY Arab H.B. double-decker, 1949 onwards. Graham's Bus Service, Ltd., Hawkhead, Paisley. 844-492

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TWO LEYLAND PS1s, 33-seaters, half-cab, 1947. Duple heaters, reconditioned gearboxes, fuel pumps, and fitted first-class condition, £550 pair, bargain, or separate £300 each, 14 Canterbury Rd., Whitstable 3939. 844-3211
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1952 TILLING-STEVENS 37-seater express luxury coach, heaters and radio, general condition good, but engine needs new crankshaft, £475 or would consider exchange with cash adjustment either way or full-time luxury coach of 33 seats or over. Spiers, Ltd., Queens Street Garage, 4 Market Place, Henley-on-Thames. Phone 312. 844-186

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1958 7-6 BEDFORD Duple 41-seat luxury coaches, a fine selection in as-new condition. Also one

1955 A.E.C. Reliance Duple Britannia 41-seat luxury coach, low mileage, carefully used.

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A large selection of most types of coaches in stock, for full descriptive list write or phone.

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LODGE GARAGE, WHITEHALL ROAD,
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BRITAIN'S LARGEST SELECTION OF FIRST-CLASS LUXURY COACHES OFFERED AT REDUCED PRICES.

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NEW FORD Thames Trader Duple 41-seater.
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NEW A.E.C. Reliance with Duple and Plaxton bodies for delivery Easter.

USED FULL FRONTS.

1959 BEDFORD diesel 41-seater Burlinghams, choice of three for delivery in February.
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1956 BEDFORD petrol 41-seaters, with Duple, Plaxton and Burlingham bodies, from £2,250 each, choice of 20.
1955 A.E.C. Reliance 41-seater Burlinghams, certificates of fitness to 1965, choice of two, delivery February.
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1951 Bedford 35-seater, commomers, choice of 15 from £500 to £1,500 each.
1949 A.E.C. fitted with new Plaxton body in 1953, 35-seater, heaters, etc.; this machine is immaculate throughout, certificate of fitness 1964.
A LSO 100 further machines of all types for immediate disposal, including a number of good half-cabs, cheap to clear.

PLEASE APPLY FOR DETAILED LIST.
SPARES IN STOCK FOR ALL TYPES OF PASSENGER VEHICLES.

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FOR EARLY RELEASE, SUPER FULL-FRONTED 53-SEAT LOW-BRIDGE DOUBLE-DECKER COACHES. 8 FT. WIDE, ENCLOSED REAR PLATFORMS. IDEAL FOR EXPRESS AND LONG-DISTANCE TRAVEL, 1948-49 LEYLAND PDI, 7.4-LITRE ENGINE, BURLINGHAM COACHWORK.

COMFORTABLE seating in red figured moquette, spacious luggage rack on lower deck, good enclosed loading platform, wide stairways, good heating system, Perspex roof lights, exterior colours red, current certificates of fitness.

SEVERAL of these vehicles will be available in the near future, a representative vehicle can be inspected at our premises.

1949 FODEN, 6LW Gardner, full-fronted Plaxton coach body, 33 luxury seats, in blue figured moquette, exterior colours cream with red wings, this coach is in very nice condition throughout, will recertify at very little cost, bargain, price £400.

1947 A.E.C. 7.7 full-fronted Harrington all-metal luxury coach, certificate of fitness April, 1961, price £425.

20 LEYLAND TDS 8.6-litre oil engines, low-bridge double-deck, 53 seats, of smart appearance, 1949 bodies by Eastern Coachworks, seating red moquette, heaters fitted on both decks, all certified, in good, sound condition, having been well maintained by a large company; these vehicles are now due for release during the next few weeks, a representative vehicle now available for your inspection, price £195 each.

1948 ALBION, 6-cylinder oil engines, low-bridge, 57 seats, in leather, all-metal bodies by W.M.I. in clean condition, colour red and cream, certified late 1960, choice of three, price £275 each.

1948 LEYLAND PS1 Burlingham 33-seater coach, in clean condition, certificate of fitness August, 1960, £255.

1949 Registration A.E.C. 7.7-litre oil engine, rebuilt chassis, Burlingham 33-seater luxury coachwork, certificate of fitness August, 1960, well maintained, £250.

1947 LEYLAND PDI low-bridge double-decker, certificate of fitness August, 1960, £275.

18 LEYLAND PS1, powered 7.4-litre oil engine, 18 35-seater buses, coachwork by Eastern Coachworks, seating in moquette, rear entrance, certificates of fitness expired, these vehicles will be available within the next few days.

SPARES. See our advertisement in Spare Parts and Supplies.

PHONE, SALE 5633.

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1950 COMMER Avenor, 33-seater Strachan body, ready for certificate of fitness, repainted cream and red, £175.

1949 DAIMLER CVD-6, 33-seater Plaxton body, very clean coach, good tyres, certificate of fitness 1961, £300. Smiths Coaches, Corby Glen, Grantham. Phone, Corby Glen 285. 844-139

Used Passenger Vehicles (contd.)

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44 INGE STREET (NEXT TO HIPPODROME),
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Phone, Midland 4968.

NEW FORD Thames Trader, Burlingham body, immediate delivery.

1958 BEDFORD, petrol, 41-seater Duple, radio, heater, excellent condition.

1958 BEDFORD 41-seater Duple, fitted with Leyland Corbet engine, choice of two.

1956 COMMER 41-seater Plaxton, radio and heaters, very clean bodywork.

1955 BEDFORD 38-seater, Plaxton body, radio, heaters, certificate of fitness 1965.

1954 LEYLAND Cub 39-seater Burlingham body, Eaton 2-speed axle, tubular heating, etc., fitted with replacement engine at Leyland works, first-class condition.

1951 BEDFORD Duple 33-seater, red and cream, radio.

1950 COMMER Avenor 33-seater Plaxton.

1949 MAUDSLAY Marathon Mk. III 33-seater full-front Duple, certificate of fitness 1963.

WE specialize in part-exchange with the easiest of hire-purchase terms.

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E. J. BAKER AND CO. (DORKING), L. TD.

COACH SHOWROOMS AND SERVICE STATION,
FARNHAM TRADING ESTATE, FARNHAM, SURREY.

Phone, Farnham 4626-7 and 3227, 8 a.m. to 6 p.m. After 6 p.m. Farnham 4481.

NEW BEDFORD Duple-Plaxton-Burlingham 41-seater coaches, 1960 models, choice of petrol or diesel engines with 4- or 5-speed gearboxes.

IMMEDIATE DELIVERY.

NEW BEDFORD SBI diesel, fitted 5-speed gearbox, Burlingham 1960 body, red interior, cream-red exterior, early March delivery, list price.

1959 BEDFORD SB3, 41-seater Plaxton body, red interior, ivory-red exterior, certificate of fitness 1966, £3,400.

1959 BEDFORD SB3 41-seater, Duple body, red interior, ivory-red exterior, certificate of fitness 1965, £3,400.

1958 BEDFORD SBI Burlingham 41-seater, red interior, certificate of fitness 1965, £3,100.

1957 June, BEDFORD SB chassis, Duple 41-seater body, red interior, choice of three from £2,750.

1957 BEDFORD, petrol, green interior, heaters, radio, Formica sides, Formica to side domes, green-grey-cream exterior, one owner, certificate of fitness 1964, £2,850.

1956 BEDFORD SB3, petrol, 41-seater, Duple body, heater, radio, red interior, cream-maroon exterior, certificate of fitness June, 1961, immaculate vehicle, £2,600.

1956 BEDFORD Burlingham 41-seater, red interior, maroon-ivory exterior, certificate of fitness February, 1961, £2,575.

1955 BEDFORD Duple, 36-seater, glass roof quarters, very clean vehicle, red interior, certificate of fitness 1960, 74½ 6-in. wide, £2,350.

1955 BEDFORD SB3 chassis, fitted 36-seater bus body, front entrance, blue seating, fitted parcel racks, certificate of fitness 1964, £2,995.

1954 BEDFORD SB, petrol, Duple Super Vega, glass roof quarters, red interior, cream-blue exterior, certificate of fitness April, 1963, £1,950.

1952 LEYLAND, Beadle full-front body, 35-seater, cream-blue exterior, certificate of fitness October, 1961, £495.

1952 DENNIS Falcon, Eaton 2-speed axle, 31-seater, Gurney Nutting body, certificate of fitness January, 1962, good runner, £475.

1952 DENNIS Falcon, fitted Burlingham 35-seater, full front, certificate 1962, £975 o.n.o.

1952 BEDFORD 37-seater, red-cream interior, red exterior, heaters, good throughout, choice of two, £1,550.

1952 A.E.C. 9.6, Burlingham Seagull, 41-seater body, fitted heaters, autumn tint interior, grey-green exterior, certificate of fitness 1962, £1,800.

1950 DENNIS J3, 33-seater luxury body, fawn interior, grey-green exterior, certificate of fitness April, 1960, £385.

1950 LEYLAND Comet, 33-seater Burlingham luxury body, green interior, £575.

1949 MAUDSLAY, Duple 35-seater, full front, high-backed seats, cream-blue exterior, green interior, certificate of fitness, 31.12.61, £495.

1946 A.E.C., 7.7 engine, Duple 35-seater, high-backed seats, grey-red exterior, certificate of fitness 1962, choice of two, £475.

1945 DAIMLER, 7.7 engine, 56-seater double-decker, good tyres, certificate of fitness October, 1961, £295.

1949-50 BEDFORD Vistas, 29-seaters, high-backed seats, Formica sides, very clean, choice of two, from £500.

SELECTION of petrol- and diesel-engine coaches for carriage of office personnel, from £100.

INEXPENSIVE BEDFORD Vistas for mobile shops, site offices, usually available from £80.

ALL vehicles over £500 are steam cleaned and works A checked.

A S Plaxton/Burlingham Authorized Repairers for the south, we offer a good repair service; also painting and trimming; crash jobs our speciality. We can usually arrange to hire you a coach while yours is off the road.

844-42

Used Passenger Vehicles (contd.)

OMNIBUSES for sale.
TWO Double-deck GUY (1944), 6LW Gardner engines, £160 each.
ONE Double-deck LEYLAND (1942), 8.6 engine, £95.
ONE Double-deck A.E.C. (1947), 9.6 engine and compressed air brakes, £220.
THREE single-deck BRISTOL, SLW Gardner engines, £95 each.
G. H. GROVES AND SON, LTD., Windsor Avenue, London, S.W.19. Phone, Liberty 3476. 844-76
1948 LEYLAND PS1 with 32-seater Windover coach body, certificate of fitness to 30.9.62, £300.
1949 BEDFORD with 35-seater bus body, certificate of fitness to 31.1.63, £380.
1949 BEDFORD 29-seater Duple Vista coach, certificate of fitness to 20.11.63, £525.
1949 BEDFORD 29-seater Duple Vista coach, certificate of fitness to 30.9.62, £485.
1947 BEDFORD 29-seater Duple Vista coach, certificate of fitness to 30.9.62, £485.
PRECELLY MOTORS, LTD., Clynderwen, Carmarthen, Phone, Hebron 205. 844-137

SAVILLE MOTOR SALES, LTD.,
HARVESTER HOUSE,
STRAFORD-ON-AVON.
Phone, Stratford-on-Avon 4242 (15 lines).
And on Saturday afternoons 4005.

1958 BEDFORD (petrol) Duple 41-seater luxury coach, heater and air conditioning, wheel discs, finished in green (choice of two low-mileage models), certificate of fitness 1960.
1952 FODEN 6LW Plaxton 41-seater luxury coach, heaters, finished in maroon and cream, certificate of fitness 1962.
1949 FODEN Whitson 33-seater luxury coach, diesel, heater, finished in grey and blue, certificate of fitness 1964.
29-SEATER BEDFORD Duple Vistas, choice of several with current certificate of fitness.
SEVERAL diesel half-cabs, suitable for school/works contracts, conversions to mobile shops, etc.
HIRE-PURCHASE **PART-EXCHANGE.**
ALSO AT:—
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1960
41-SEATER THAMES DUPLE COACHES
AVAILABLE FOR EARLY DELIVERY.
DEMONSTRATION COACH SEEN BY
APPOINTMENT.

1953 37-seater DENNIS Plaxton.
1951 35-seater DENNIS Duple.
1950 33-seater A.E.C. Burlingham.
SEVERAL 29-seater BEDFORD Vistas, 1948 onwards, and 33-seater diesel suitable for service work.
PART-EXCHANGES and H.P. terms. 844-117

LANCASHIRE MOTOR TRADERS, LTD.,
OLYMPIA GARAGE,
LIVERPOOL STREET, SALFORD, 5.
Phone, Pendleton 5201.
EVENINGS, OLDHAM MAIN 2461.
SECOND-HAND COACHES
NOW IN STOCK.

1956 LEYLAND Tiger Cubs, 41-seater Burlingham front entrance and Alexandra coachwork, fitted new engines, from £194, good tyres, £2,250.
1954 LEYLAND Tiger Cub 41-seater Burlingham, centre entrance, new 0375 engine, fitted good tyres, £2,750.
1953 LEYLAND Royal Tiger 41-seater Harrington, cream and green exterior, fitted radio and heater and air brakes in very good condition, £2,250.
1958 37-SEATER BEDFORD petrol 41-seater Plaxton Duple and Burlingham, fitted radio and heaters, good clean condition, choice of six from £2,000-£2,250.
1955 BEDFORD petrol 38-seater, Duple and Yeates Riviera, fitted radio and heater, choice of two, £2,000.
1953 BEDFORD petrol 36-seater, Harrington, autumn tint interior, cream and red exterior, excellent condition, choice of three, £1,650.
1953 A.E.C. 9.6 41-seater, Harrington, red interior, grey and blue exterior, radio and heater, £1,750.
1955 SENTINEL Elizabethan, fitted 6-cylinder diesel engine with 5-speed gearbox, engine, clutch and brakes completely overhauled at Sentinels last week, 41-seater Burlingham, fitted radio and heater, blue interior, cream and blue exterior, perfect, £2,250.
1952 BEDFORD petrol Duple Super Vega 35-seater, red interior, cream exterior, fitted glass quarters and heaters, £2,250.
1951 BEDFORD petrol 33-seater, green interior, cream and green exterior, fitted glass quarters and heater, £1,000.
ALL the above vehicles are garaged under cover on our premises. Special H.P. facilities at 5% per annum. 844-77

Used Passenger Vehicles (contd.)

THURGOODS OF WARE.
1954 March, BEDFORD Thurgood (37), 7 ft. 6 in. wide, grey and green, roof vents, "excellent", £1,650.
1951 July, BEDFORD Vega (35), exterior light blue, green seating, in good condition, certified, £1,175.
1951 BEDFORD Vega coach (33), fitted courier seat, red seating, exterior red and cream, certified, £925.
1951 May, BEDFORD Vista (29), maroon and cream waistband, high-back seats, Formica sides, wide bumper, very good tyres and engine, radio, one owner, excellent condition, £775.
1949 July, BEDFORD Vista (29), body overhauled, refinished cream and red, mouldings repolished.
1949 8-6 BEDFORD Vistas (29), various colours, choice of six, clean condition, certified, from £250.
A Number of other petrol and diesel coaches suitable for workmen and staff in running order, from £200.
A.E.C. Double-deckers (55) and single-deckers (35), cream and green, certified, from £150.
PHONE, WARE 833,
AFTER HOURS 896. 844-221

COACHES AND COMPONENTS, L.TD.,
469-475 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines).
NEW BEDFORD diesel Duple 41-seater Super Vegas, only a limited number available.
1957 BEDFORD petrol 41-seater Super Vega, exterior cream, red, certificate of fitness March, 1964.
1956 BEDFORD petrol 36-seater Continental luxury Duple, exterior ivory, red, certificate of fitness to May 1961.
1955 BEDFORD 38-seater Super Vega, fawn floral moquette, cream, red exterior, Perspex roof vents, certificate of fitness 1960.
1954 BEDFORD 36-seater Super Vega, red moquette, cream exterior, glass roof quarters, clock.
1954 Perspex lift-off roof vents.
1954 BEDFORD diesel 36-seater Harrington Duple, choice of six.
1953 BEDFORD 37-seater Yeates body, Perspex lift-up vents, exterior cream-green, certificate of fitness to May 1963, rust moquette.
1952 BEDFORD 35-seater Duple body, sliding roof, green moquette, exterior cream-green, certificate of fitness to April, 1962.
1951 June, BEDFORD petrol 33-seater Super Vega, exterior cream, red, certificate of fitness June, 1961.
1951 52 BEDFORD 35-seater Gurney Nutting body, certificate of fitness 1961, choice of three.
1951 FODEN 37-seater Metalcraft, exterior grey-green, certificate of fitness February, 1961.
1951 52 DENNIS 37-seater, Gurney Nutting body, exterior maroon-cream, choice of two.
1950 FODEN (6LW), 33-seater Metalcraft body, certificate of fitness 1960, choice of two.
1950 ALBION (diesel) 31-seater All-weather body, fawn moquette, light blue, cream exterior, certificate of fitness March, 1960.
1948 DENNIS 33-seater Duple body, exterior maroon-cream, certificate of fitness December, 1961.
SEVERAL 29-seater and half-cab coaches at low prices to make room for new stock. These are particularly suitable for conversion. 844-273

COMBERHILL MOTORS, LTD.,
INGS ROAD, WAKEFIELD.
NEW 1960 model BEDFORD (petrol) 41-seater Plaxton Consort. Two only available.
NEW 1960 model BEDFORD SBI diesel 41-seater Duple Super Vega, heater, radio.
NEW BEDFORD SBI diesel 41-seater Burlingham Scargill 60, latest model, immediate delivery.
NEW demonstrator ATKINSON L644 (Gardner 4LW), 37-seater, 41-seater, 44-seater, 55-seater below list.
1959 BEDFORD SBI petrol 41-seater Burlingham Scargill, dual green, 10,000 miles only.
1959 BEDFORD SBI petrol 41-seater Burlingham Scargill, blue-red, heater, radio; choice two.
1958 BEDFORD SBI petrol 41-seater Duple Super Vega, 2-tone green, as new.
1957 COMMER TS3 (Rootes) diesel 41-seater Plaxton Consort, heater, radio; choice of three.
1957 COMMER TS3 (Rootes) diesel 41-seater Duple Super Vega, heater, radio; choice three.
1956 BEDFORD SB petrol 41-seater Plaxton, Triplex quarter lights, heater, radio; choice two.
1955 BEDFORD (reconditioned Perkins R6) 38-seater Duple, cream-green, certified 1965.
1955 COMMER TS3 2-stroke diesel 39-seater Plaxton Ventura; choice of four, certified 1965.
1954 BEDFORD SB petrol 36-seater Burlingham Scargill, heater, radio, certified 1964.
1953 51 BEDFORD SB petrol 37, 35, 33-seater Plaxton coaches, choice two, heaters fitted.
1953 BEDFORD petrol 36-seater Yeates Riviera, heater, radio, certified 1963.
1951 FODEN (F66 rear engine) 39-seater Whitson, cream-green, excellent condition, heater.
1951 COMMER Avenger petrol 33-seater Plaxton Envoy, blue-cream, heater, radio.
1951 COMMER QX model Avenger petrol 34-seater Plaxton Envoy, blue-cream, heater, radio.
1951 LEYLAND PS1 7.4-litre 33-seater Burlingham, heater, certified 1962.
1948 7 BEDFORD Vista 29-seater Duple, cream-blue, heater, certified; choice of two.
1948 A.E.C. Regal 111 (9.6 engine) 33-seater Burlingham, heater, radio, certified 1962.
HIRE-PURCHASE FACILITIES.

COMBERHILL MOTORS, L.TD.,
Phone, Wakefield 6771 (10 lines). 844-415
1957 BEDFORD petrol 41-seater Plaxton.
1958 BEDFORD petrol 41-seater Plaxton.
1958 COMMER TS3 41-seater Plaxton.
VICTORIA COACHES, 1159 London Rd., Leigh-on-Sea Phone 74456 844-369

Used Passenger Vehicles (contd.)

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177-205 FINNIESTON STREET,
GLASGOW, C.3.
PHONE, DOUGLAS 2940. PHONE, DOUGLAS 2940
FINEST SELECTION OF MODERN USED COACHES
ALL MACHINES IN SHOWROOM CONDITION AND
ARE OFFERED AT VERY COMPETITIVE PRICES AS
STATED.

BEDFORD.
1958 BEDFORD Duple, 41-seater, full-luxury coach, certificate of fitness valid until April, 1965, exterior finished in cream with red flash and window surrounds, seating trimmed in fawn-patterned moquette, speedometer reading 26,000 miles, heaters and demisters fitted, excellent mechanical condition and very fresh machine, price £2,750.
1957 BEDFORD Duple, 41-seater full-luxury coach, certificate of fitness March, 1964, exterior finished in cream with red flash and window surrounds, seating trimmed in fawn-patterned moquette, speedometer reading 47,000 miles, heaters and demisters, radio with public address, headrest covers, 2-ton Formica side casings, price £2,600.
1957 BEDFORD Burlingham, 41-seater, full-luxury coach, exterior in cream with light blue on lower panels and window surrounds, seating trimmed in red and grey diamond-patterned moquette, speedometer reading 48,000 miles, extras include: heater and demisters, radio with public address and Formica side casings, price £2,825.
1957 BEDFORD Plaxton, 41-seater full-luxury coach, certificate of fitness June, 1964, exterior in cream, seating trimmed in red and grey-patterned moquette, speedometer reading 36,000 miles, extras include: heaters and demisters, width marker lamps, price £2,595.

A.E.C.
1951 A.E.C. Burlingham 41-seater full-luxury coach, certificate of fitness June, 1960, exterior finished in cream, seating trimmed in red-patterned moquette, speedometer reading 84,000 miles, extras include: radio, heater and demisters, Formica side casings, price £2,000.
1953 A.E.C. Whitson 41-seater, full-luxury coach, certificate of fitness October, 1962, exterior finished in black on lower panels with cream and grey-patterned moquette, seating trimmed in ovelot with black leather headrests, speedometer reading 74,000 miles, extras include: heaters and demisters and width marker lamps, price £1,825.
1953 A.E.C. Gurney Nutting 41-seater full-luxury coach, certificate of fitness February, 1963, exterior finished in blue with cream and winks seating trimmed in blue-patterned moquette, extras include: heater and demisters, radio with public address, width marker lamps, speedometer reading 49,000 miles, the engine of the machine has just been overhauled and new pistons and liners fitted, price £2,100.

HIRE-PURCHASE FACILITIES.
PART-EXCHANGES WELCOME. 844-110
1951 52 FODEN 37-seater special Whitson body, in division, new "Mar" engine, fitted 1951, unused last year, certificate of fitness 1961, £975.
1952 LEYLAND TS3 35-seater, with division, certificate of fitness expires February, 1960, to be sold without engine. What offer?
1950 MAUDSLAY Marathon Mark III, 33-seater, body completely refitted, A.E.C. 7.5 engine and gearbox, needs finishing. Who offers?
OR consider part-exchange any of above for modern 844-10

ROYAL Tiger, 41-seater Harrington dorsal fin body, many extras, date of registration May, 1954, certificate of fitness 1963.
TIGER Cub, 37-seater Harrington dorsal fin body, many extras, date of registration May, 1954, certificate of fitness April, 1965.
LEYLAND Worldmaster, 37-seater Harrington dorsal fin body, many extras, date of registration June, 1962, certificate of fitness June, 1965, Pneumo-Cycle gearboxes, fitted with 600 Royal Tiger engines.
GLIDERWAYS COACHES, L.TD.,
316 BEARWOOD ROAD, BIRMINGHAM. 844-491

1959 MORRIS 11-seater P.S.V. Minibus, Washdon luxury conversion, face-forward seats, 3,000 miles, £775.
1953 LEYLAND Royal Tiger 41-seater, Leyland all-metal luxury coach body, air brakes, £2,250.
1957 BEDFORD 41-seater Duple Super Vega, £2,750.
1954 BEDFORD 38-seater Duple Super Vega, 8 ft., £1,950.
1950 BEDFORD 29-seater Duple Vista, high-back seats, certificate of fitness three years, £525.
1950 COMMER 33-seater Strachan full-front body, 7 ft. 6 in. high-back seats, £695.
CONWAY HUNT, LTD., Brox Bch, Queenshaw, Photo, Ottershaw 461, day and night. 844-516
1959 COMMER TS3 41-seater Duple S.V. 1958 35-seater Duple S.V., interior brown with Formica side casings, exterior cream-blue with up roads heaters, discs, etc., excellent condition throughout, £1,700.
WHITEFORD'S LUXURY COACHES, Netherfield, Lanark. Phone, Lanark 460. 844-251

Used Passenger Vehicles
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34 CLEVEL
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PASSENGER TR
NEW BEDFORD COM
AVAILABLE, BODIED
DUPLE TO YOU
1958 COMMER TS3
air brakes, £3,250.
1958 BEDFORD pe
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1955 DAIMLER
Elizabethan coa
1954 SENTINEL 6-
bus, driver-oper
1964, £1,600.
1954 GUY Arab
engines, 41-sea
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1952 choice of two,
1951 FODEN 6LW
heated coach
LEYLAND PS1
certified 1961,
1950 COMMER AV
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1950 FODEN 2-str
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1950 DENNIS 6-cy
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1949 MAUDSLAY
certified 1962.
DIESEL 33-SEATER
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A.E.C.S., 1946,
W.M.C.W.
engines, £225.
1954 DAIMLERS, 1948,
several available.
C.W.A. £200 each.
1954 PRIESTOLS, 1948,
30 Gardner or Bristol
of fitness.
1951 ASTIN, 1959, Om
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ANY trial vehicles
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1953 BEDFORD
1962, £1,700.
1956 BEDFORD
high-back
£1,650.
1955 COMMER
£2,250.
1949 MAUDSLAY
of fitness
and radio, £385.
1948 LEYLAND
fitness 1961
1950 LEYLAND
1960, engine
BEDFORD
1949 1962, £470
1948 BEDFORD
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1948 BEDFORD
1960, £240
HIRE-PURCHASE
Dorling 2224, 1

T. N STREET, C.3.
ONE, DOUGLAS 2840
ERN USED COACHES
ON CONDITION AND
PETITIVE PRICES AS

full-luxury coach, 1965, exterior finished in cream, interior finished in red and grey, 40,000 miles, heater and radio, price £2,750.

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full-luxury coach, 1951, exterior finished in cream, interior finished in red and grey, 40,000 miles, heater and radio, price £2,750.

full-luxury coach, 1951, exterior finished in cream, interior finished in red and grey, 40,000 miles, heater and radio, price £2,750.

full-luxury coach, 1951, exterior finished in cream, interior finished in red and grey, 40,000 miles, heater and radio, price £2,750.

full-luxury coach, 1951, exterior finished in cream, interior finished in red and grey, 40,000 miles, heater and radio, price £2,750.

full-luxury coach, 1951, exterior finished in cream, interior finished in red and grey, 40,000 miles, heater and radio, price £2,750.

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full-luxury coach, 1951, exterior finished in cream, interior finished in red and grey, 40,000 miles, heater and radio, price £2,750.

full-luxury coach, 1951, exterior finished in cream, interior finished in red and grey, 40,000 miles, heater and radio, price £2,750.

full-luxury coach, 1951, exterior finished in cream, interior finished in red and grey, 40,000 miles, heater and radio, price £2,750.

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full-luxury coach, 1951, exterior finished in cream, interior finished in red and grey, 40,000 miles, heater and radio, price £2,750.

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full-luxury coach, 1951, exterior finished in cream, interior finished in red and grey, 40,000 miles, heater and radio, price £2,750.

full-luxury coach, 1951, exterior finished in cream, interior finished in red and grey, 40,000 miles, heater and radio, price £2,750.

full-luxury coach, 1951, exterior finished in cream, interior finished in red and grey, 40,000 miles, heater and radio, price £2,750.

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34 CLEVELAND ROAD,
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PASSENGER TRANSPORT SPECIALISTS.
NEW BEDFORD COMMOR OR FORD CHASSIS AVAILABLE, BODIED BY BURLINGHAM OR DUPLER TO YOUR INSTRUCTIONS.

1958 COMMOR TS3 41-seater Duplex S.V. coaches, air brakes, £3,250.
1958 BEDFORD petrol 41-seater Duplex coach, immaculate condition, £3,100.
1955 DAIMLER Freeline 41-seater Duplex Elizabethan coach, new engine fitted, £2,600.
1954 SENTINEL 6-cylinder diesel 44-seater service bus, driver-operated door, certificate of fitness 1962, £1,650.
1954 GUY Arab lightweight 6HLW underfloor engine, 41-seater Burlingham Seagull coaches, plus ex our own fleet, £2,400.
1952 DAIMLER Freeline 43-seater Metacraft coach, choice of two, certified 1962, £1,700.
1951 FODEN 6LW rear-engine 41-seater Bellhouse-Hartwell coach, certified 1961, £1,350.
1951 LEYLAND PS1 37-seater Burlingham coach, certified 1961, £1,000.
1950 COMMOR Avenue petrol, 33-seater Plaxton coach, leather seat, heaters, etc., recent, £675.
1950 FODEN 2-stroke 39-seater Bellhouse-Hartwell coach, new Mk. II engine fitted, certificate of fitness 1962, £850.
1950 DENNIS 6-cylinder diesel 35-seater, Whitson coach, certified 1960, £500.
1950 MAUDSLAY 7.7 33-seater Duplex coach, certified 1962, £500.

50

DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£400, OR AVAILABLE FOR HIRE

FOR SHORT OR LONG PERIODS.

PHONE, WOLVERHAMPTON 23212.

NIGHTS AND WEEK-ENDS, £2347 AND £2293.

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LONDON COMMOR DEALERS.

A.E.C. Reliance, mounted Duplex, Plaxton, Harrington 41-seater coach bodies, finishing to

1957 BEDFORD petrol, 41-seater Duplex body, very clean.
1953 BEDFORD 37-seater Duplex, certificate of fitness 1963, very clean.
1951 LEYLAND Royal Tiger, 41-seater Sirachan body, certificate of fitness 1961, air brakes, well used, good condition mechanically and coachwork.
1950 BEDFORD Vistas, 29-seater, certificates of fitness 1960, choice of three, £525.

PART-EXCHANGES and hire-purchase to suit your requirements.

38 UXBRIDGE ROAD.

EALING, W.5.

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After hours, Iver 561 or Beaconsfield 1081.

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NORTHS OF LEEDS

OFFER—

BRISTOLS, 1948, high- and low-bridge E.C.W. bodies, 1951 service, Gardner and A.E.C. engines, certificate of fitness, from £250.
LEYLAND PD1s, 1948, 56-seaters, several available, certificates of fitness from £250.
A.E.C. S, 1946, Mk. II, high-bridge 56-seaters, W.A. £200 each.
DAIMLERS, 1948, 56-seaters, high-bridge Brush bodies, several available, choice of engines, C.V.D., C.W.D., £225.

BRISTOLS, 1948, 35-seaters, E.C.W. bodies, choice of Gardner or Bristol A.V.W. engines, immaculate condition, certificates of fitness, £275 each.
AUSTIN, 1959, Omnicauch 13-seater, heater, £525.

SINGLE and double-deckers of all makes, suitable for works contract, from £125 each.
ANY other vehicles taken in part-exchange. Terms if required.

NORTHS,

94 VICAR LANE,

LEEDS, 1.

Phone, Rothwell 3157; Leeds 76809.

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1953 BEDFORD 36-seater Duplex, certificate of fitness 1962, £1,700.
1956 BEDFORD 41-seater Duplex, heater and radio, £2,650.
1955 COMMOR 41-seater Plaxton, heater and radio, £2,550.
1949 MAUDSLAY 33-seater Burlingham, certificate of fitness 1963, engine reconditioned, heater and radio, £835.

1948 LEYLAND 33-seater Burlingham, certificate of fitness 1961, £285.
1950 LEYLAND 35-seater G.N., certificate of fitness 1960, engine reconditioned, £450.
1949 BEDFORD 29-seater Duplex, certificate of fitness, 1962, £470.

1948 BEDFORD 29-seater Duplex, luxury seats, certificate of fitness 1961, £335.
1950 BEDFORD 29-seater Duplex, certificate of fitness 1960, £240.

HIRE-PURCHASE or part-exchange, H. Shaw, Market Dr. Deeping 2224, near Peterborough. 844-285

Used Passenger Vehicles (contd.)

THE MILLBURN ORGANIZATION,
COMMERCIAL AND PASSENGER VEHICLE SALES SPECIALISTS,

OFFER FOR IMMEDIATE AND EARLY DELIVERY:

NEW LEYLAND Tiger Cub, 41-seater Duplex super luxury coachwork.
NEW Thames Trader 6D, 41-seater Duplex, Harrington and Plaxton luxury saloons.

PLACE your order with us now for spring delivery.

GOOD allowance on part-exchanges. Write, phone or call for quotations at

PRESTON, LONGTON, LANCs, 3255-6,

GLASGOW, BELL 0073,

CARLISLE 25422.

USED BUSES AND COACHES.

1959 COMMOR TS3 Duplex 41-seater, very low mileage.

1958 LEYLAND Tiger Cub Duplex 41-seater de luxe.

1957 LEYLAND Tiger Cub, Duplex full luxury coachwork.

1957 ALBION Aberdonian Plaxton 41-seater de luxe.

1956 BEDFORD, Plaxton 41-seater luxury coachwork.

1956 BEDFORD Burlingham 36-seater saloon.

1954 LEYLAND Tiger Cub, Alexander coachwork, luxury 41-seater, front entrance.

1953 BEDFORD Duplex 37-seater.

1951 LEYLAND Royal Tiger, 39-seater Windover luxury coachwork.

1950 BEDFORD 29-seater Duplex Vista.

MAJORITY OF ABOVE COACHES ARE 8 FT. WIDE AND CARRY GOOD CERTIFICATES OF FITNESS.

1959 BEDFORD 15-cwt. chassis fitted Martin Walter 11-seater P.S.V. body, certificate of fitness 1965.

1952 BEDFORD Duplex 25-seater.

1952 BEDFORD Plaxton 35-seater.

1950 LEYLAND PS2 Burlingham full-front (no bulkhead), fitted 600 Leyland engine, certificate of fitness 1964.

1950 LEYLAND PS1 Burlingham 33-seater, certificate of fitness 1964.

1949 FODEN 6LW Trans U. full-front 33-seater, certificate of fitness 1961.

1948 LEYLAND PD1 Burlingham full-front enclosed-staircase low-bridge 35-seater double-deck bus, good order.

1948 GUY Arab, 5LW, Wilks and Mead 33-seater, certificates of fitness 1963; choice of two.

1947 8 A.E.C. 7.7 Brush and Duplex 33- and 35-seater buses; choice of three.

A number of 1946-7-8 LEYLAND PD1 low-bridge 33-seater double-deck buses, bodies by Eastern Counties, Leyland, Massey, etc.

ALSO a number of 1948 LEYLAND PS1 Burlingham 33-seater coaches and 35-seater buses, certificates of fitness up to 1964.

1947 A.E.C. Regal 33-seater luxury coach, all new seating.

1949 SEDDON Mark IV 31-seater luxury saloon.

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1956 BEDFORD 41-seater Yeates, one owner from new, in first-class condition throughout, £2,600.

1955 BEDFORD 36-seater Duplex, choice of four, £2,350.

1955 BEDFORD 36-seater Yeates, choice of two, £2,350.

1956 A.E.C. Reliance Duplex Britannia 40-seater, fitted every available extra, painted to instructions, £3,500.

1955 COMMOR TS3 37-seater Plaxton, 2-speed Eaton axle, quarter roof lights and many other extras, £2,450.

1954 BEDFORD Duplex Plaxton and Burlingham, all in first-class condition, choice of 10, from £1,900.

1951-2 BEDFORD Duplex and Plaxton 33-seaters.

CHOICE of a number of half-cabs, 33-35-seaters, suitable for contract work, some with good certificates of fitness, from £150.

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Used Passenger Vehicles (contd.)

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C.O.F. 1963. 50 C.O.F. 1963.

NEW INTO STOCK FROM FEBRUARY 1.

A.E.C. Mark III, 55-seater high-bridge double-deckers, Chas. Rowe bodies, 9.6 diesel engines, in good mechanical and body condition, certificate of fitness 1962, price £475/£500.

1948 A.E.C. Metcam, 56-seater high-bridge all-metal bodies, fitted late-series low-mileage 9.6/7.7 A.E.C. diesel engines, mechanically and body in new, certificates of fitness 1962, choice of 20, price £650/£250.

1946 3LW Gardner engines and 7.7 diesel engines, in perfect mechanical condition, certificates of fitness 1963, recertified end of 1958, price £575/£600. Choice of four.

1948-49 LEYLAND PD2 36-seater high-bridge double-deckers, Brush all-metal bodies, fitted 9.8 Leyland diesel engines, certificates of fitness 1963-62, choice of six, price £650/£750.

LEYLAND TDS, fitted 1961-53 bodies, certificates of fitness 1963-61, price £250/£275.

1951 A.E.C. 37-41-seaters, fully fronted Burlingham Seagull body, self-adjusting reclining Continental seating, underfloor engine, good tyres all round, certificate of fitness to 1963, price £1,500/£1,750.

1951 LEYLAND Royal Tigers, full-fronted 37-41-seater Burlingham Seagull body, self-adjustable reclining seating, underfloor engine, certificate of fitness end of 1961, price £1,500/£1,750.

1950-49 A.E.C. 35-33-seater super luxury coaches, 9.6 and 7.7 diesel units, all resealed recently, in immaculate mechanical and body condition, certificate of fitness 1961-63, choice of 35, price £425/£650.

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1951 LEYLAND Beadles, 35-34-seater fully fronted body, luxury coaches, all-metal bodies, full reclining staggered Continental seating, fitted Leyland 6-cylinder diesel engine, in super mechanical and body condition, certificate of fitness 1961, choice of 10, price £900/£950.

1948 LEYLAND PS1 coaches, fitted 33-35-seater Burlingham full luxury bodies, in excellent mechanical and body condition, certificates of fitness 1963, price £400/£475.

LATE MODEL A.E.C. 30 SERVICE SALOONS.

1948-49 A.E.C. 35-33-seater service saloons, all-metal bodies, 9.6-7.7 A.E.C. late series, low-mileage diesel engines, in super mechanical and body condition, certificate of fitness 1964-61, choice of 20, price £475/£650.

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1948 LEYLAND PS1 35-33-seater all-metal service saloons, 7.4 diesel engines, in super mechanical and body condition, choice of six, certificate of fitness 1963-61, price £350/£550.

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£20,000 Of brand-new and used spares of all descriptions for Bristol, A.E.C., Leyland 8.6 and 7.4, etc.; transmission units, differentials, etc., at lowest prices. Inspect our new walk-round spares stores. See under Engine Section.

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1959 BEDFORD SB3 with Plaxton 41-seater bodies, heaters, etc., as new, choice of two, £3,200 or near offer.

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ALL in very nice condition, write for full details—

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1950 A.E.C., 9.6-litre diesel, 33-seater Windover body, certificate of fitness, choice of two.
1951 (Registered) A.E.C., 7.7-litre diesel, full-front 37-seater Eastern Coachworks body, certificate of fitness 1961.
1949 CROSSLLEY diesel, 33-seater Whitson body, certificate of fitness 1962, choice of two.

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- 1949 SENTINEL 40-seater, full-front, certificate of fitness, ex group vehicle.
1950 SEDDON P6 diesel, 31-seater full-front, certificate of fitness, ex group vehicle, choice of three.

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- 1950 GUY double-deck 5LW, Gardner engine, 56 seats, high bridge, immaculate, certificate of fitness, choice of two.
1946 GUY double-deck, 5LW Gardner engine, 56 seats, high bridge, immaculate.
1946 A.E.C. double-deck, 7.7-litre diesel engine, 56 seats, high bridge, certificate of fitness.
1940 LEYLAND fitted 1951 all-metal Eastern Coachworks body, low bridge, certificate of fitness.

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COMMER TS3 diesel, 1955 (Super Vega), colour red and cream, 6-in. brake drum fitted by makers and brought up to 1959 standard, in super condition, 2-speed axle and many other extras, including heater, moquette interior tint in beautiful condition.

PS1 7.4 diesel one-man-operator coach, 1948, Leyland psi, fully fronted Duple body, licensed by M.O.T. for one-man operation, driver-operated door, red and cream exterior, 33 seats, moquette coach seats.

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PS1 Half-cab, 33-seater coachwork by Strachan, year 1950, coach seats, certificate of fitness to May, 1960; we will re-certify if required.

PS1 Half-cab, year 1947, 1948, 1949, Burlingham psi bodies, 33-seater coaches all carrying certificates of fitness, choice of three, located near St. Albans; would accept best offer. Can be seen by appointment.

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NEW coaches available on Bedford, Commer, Ford, Albion and Leyland chassis with bodies by Burlingham, Duple, Harrington or Plaxton.

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1960 Thames Duple Yeoman, 41-seater, fitted with Perspex quarters, radio, heaters, Formica side panels and many other extras, trimmed in red and grey moquette, exterior cream and red.

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1959 BEDFORD Super Vega 41-seater full-luxury Duple body, fitted with heater, speech amplification, and many other extras, small mileage, as new, certified 1956.

1958 A.E.C. Reliance, 5-speed box, 43-seater full luxury Duple body, fitted heaters, speech amplification, small mileage, as new, certified 1965.

1955 BEDFORD Vega 36-seater, Perspex quarters, roof lights, tubular racks, cream and red, radio and heater, certified.

1954 A.E.C. Reliance, 41-seater full luxury Duple body, fitted heaters, speech amplification, in excellent condition throughout, certified 1964.

1954 BEDFORD Vega 38-seater, full-luxury Duple body, fitted with heaters, certified 1964; choice of two.

1953 BEDFORD Plaxton 37-seater, full-luxury body, fitted with heaters, Perspex quarters, tubular racks, in good, clean condition throughout, certified 1963.

1953 BEDFORD Scagull 36-seater, full-luxury Burlingham body, fitted with heater, roof lights, certified 1963.

1952 BEDFORD Vega 33-seater, full-luxury Duple body, fitted with heater, good tyres, in good clean condition throughout, certified 1962.

1952 LEYLAND Royal Tiger, fitted with air brakes, 30-seater Mann Egerton body, in good clean condition throughout, certified 1962.

1951 LEYLAND Royal Tiger, fitted air brakes, 39-seater, full-luxury half-decker, Whitson body, radio and heater, certified 1960.

1950 MAUDSLAY, 7.7 A.E.C. oil engine, full front, no bulkhead 35-seater, full luxury Duple body, fitted with radio, heater, Formica side panels, in good clean condition throughout, certified 1960.

1950 BEDFORD Vista 29-seater, full luxury Duple body, fitted with Chapman reclining seats, glass roof lights, in good clean condition throughout, certificate 1960.

1949-48 LEYLAND PSI full-front 35-seater, fitted with Duple and Burlingham bodies, heaters. Formica side panels, in excellent condition throughout, choice of eight certified 1962-61.

SEVERAL coaches suitable for workmen and mobile shops at reasonable prices.

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1954 BEDFORD Duple 41-seater, 3-speed axle, tubular heaters, certificate of fitness 1963, blue with blue moquette, £1,100.

1951 BEDFORD Duple Vega, certificate of fitness 1961, cream and brown, high-back seats, £1,200.

1951 MAUDSLAY, full-fronted, certificate of fitness 1960, 33 high-back seats, green and cream, £900.

1949 BEDFORD Vista 29-seater, cream-brown, sound condition, £225.

1949 BEDFORD Plaxton, 30-seater, maroon and cream, high-back seats, £375.

1954 Yeates Riviera 35-seater, green and cream, heater, immaculate condition, certificate of fitness 1964, £1,850.

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READY FOR IMMEDIATE SERVICE.

1952 A.E.C. Mark IV underfloor 39-seater Continental luxury coach, Perspex top, in super condition, choice of two, £1,250 each.

1950 COMMER Avenger, full front, no bulkhead, 33-seater luxury coach, in super condition throughout, certificate of fitness 1961, £395.

1949 DENNIS 33-seater full-luxury coach, powered by Dennis Big 6 diesel engine, immaculate throughout, £325.

1948 FODEN low-bridge double-decker, very modern-looking machine, in excellent condition throughout, £295.

1948 And 1949 A.E.C. 35-seater service buses, all certified and ready for immediate work, fitted with 7.7 and 9.6 engines, £275 each.

1948 LEYLAND 35-seater PSI service buses, all certified and ready for immediate work, £295 each.

1947 And 1948 BRISTOL 35-seater service buses, unmarked throughout, Gardner 5LW diesels and 5-speed gearboxes, certified 1962, £325 each.

1948 And 1949 BRISTOL super coaches, powered by Gardner 5LW diesels and 5-speed gearboxes, £395 each.

1948 And 1949 A.E.C. double-deckers, low-bridge all-metal bodies, 9.6 A.E.C. diesel, very clean and very excellent throughout, four only, £195 each.

AN excellent selection of Leyland and Guy double-deckers, some with almost new bodies, £275 each.

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AN excellent selection of DAIMLER 39-seater 30-ft. by 8-ft. service saloons, £275 each.

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LEYLAND low-bridge double-deckers, 1950 bodies, super condition, £295 each.

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BEDFORD SB3 (petrol) Duple 41-seater Super Vega, 8 ft. wide, glass roof quarters, tubular racks, heaters, special moulding K, many other extras, finished cream, red moquette.

BEDFORD SB1 (300-cu.-in. diesel), Harrington Coachworks amplification, two heaters, Radiomobile-Opera cream, many extras.

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AVAILABLE FOR DELIVERY EASTER-WHITSUN.

BEDFORD petrol or diesel chassis mounted with coachwork by Duple, Plaxton, Harrington or Harrington-Carlisle.

A.E.C. Reliance chassis with air brakes mounted with Duple, Plaxton or Harrington-Carlisle.

Leyland Leopard chassis mounted with Duple coachwork.

USED COACHES.

EX STOCK

A.E.C.

1955 Reliance special 35-seater Plaxton (touring) coach, glass roof quarters, tubular racks, heaters, many extras fitted, finished cream and blue, certificate of fitness 1960.

1953 Regal Mark IV, underfloor engine, Yeates Riviera 41-seater, divided-type seats in red moquette, finished red-cream, certificate of fitness 1961.

1952 REGAL Mark IV, underfloor engine, Burlingham 39-seater, red moquette, finished ivory-black, certificate of fitness 1962.

1949 Regal Mark III, 9.6 engine, preselector gearbox, Duple 35-seater half cab, finished ivory, certificate of fitness 1963.

1949 Regal Mark III, 9.6 engine, preselector gearbox, new full-fronted seats, Yeates Riviera 35-seater coachwork fitted 1954, Perspex quarters, tubular racks, divided-type seats, no bulkhead, finished metallic blue, certificate of fitness 1962.

LEYLAND.

1951 PS2 Harrington 37-seater, half-cab, dorsal in repainted maroon-grey, certificate of fitness 1960.

1950 PS2 Strachan 35-seater, half-cab, finished green, certificate of fitness 1962.

1950 Comet Burlingham 33-seater, red seats, finished red-maroon, certificate of fitness 1961.

1949 Comet CPO-1, Harrington 33-seater, finished red-cream, certificate of fitness 1964.

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1959 Burlingham 41-seater, petrol engine, radio and speakers, two heaters, many extras, finished grey and blue, certificate of fitness 1966.

1959 Duple 41-seater, petrol engine, divided-type seats, speech amplification, many extras, finished cream, certificate of fitness 1966.

1957 Plaxton 41-seater, full luxury coachwork, radio microphones, heaters, Formica panels, many extras, immaculate condition throughout, finished grey and red, certificate of fitness 1964.

1954 Plaxton 38-seater, glass roof quarters, tubular racks, finished cream-brown, certificate of fitness 1964.

1954 Duple 38-seater Super Vega, red moquette, finished blue, certificate of fitness 1964.

1952 Duple 37-seater, 35-seater, floral moquette, lift-up roof vents, repainted ivory-black, ex late fleet owner, certificate of fitness 1962.

1952 Duple 37-seater Vega, red moquette, finished blue, certificate of fitness 1962.

1952 Duple 37-seater Vega, green moquette, finished cream, certificate of fitness 1962.

CHOICE of several 1947-50 Duple 29-seater, finished tubular or high-back seats, all with current certificates of fitness.

ALSO THE FOLLOWING COACHES.

1952 SEDDON, fitted with Perkins P6 oil engine, 29-seater full luxury coachwork by Perkins, partition behind driver, autumn tint moquette, finished blue and cream, certificate of fitness 1964.

1950 FODEN, mounted with Whitson 37-seater, central-entrance full luxury coachwork, finished blue and cream, certificate of fitness 1960.

A L50 stock of half-cab Leyland and A.E.C. coaches.

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LEYLAND Royal Tiger 41-seaters, choice of two, 1953 and 1954.

1950 LEYLAND PS2 33-seater Burlingham.

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Fitted 9.6 engine

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SPECIALISTS.

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41-seater Super Vega,
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y other extras, finished
metallic blue.

Harrington Cranes,
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mounted with con-
struction or Harrington

air brakes mounted
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with Duple chassis
coachwork.

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Phone 3222-3-4 and 2136. Telegrams, "Quicksale."

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EIGHT DAIMLER DOUBLE DECK BUSES.
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Fitted 9.6 engine. Excellent condition.
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1955 BEDFORD Duple Super Vega, 38-seater, radio
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1951 BEDFORD Plaxton Ventura, 35-36-seater, radio
and heater, certified 1961, £1,250.
1950 DENNIS J3, Yeates 35-seater coach body, cer-
tified 1964, one owner.
1949 COMMERCIAL (Perkins P6), Harrington 29-seater
coachwork, excellent condition, certified 1963,
L100.

PART-EXCHANGE. HIRE-PURCHASE.

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256-278 BOROUGHS HIGH STREET, S.E.1.
Thames Duple 41-seater, available May.

1960 BEDFORD Super Vega, certificate of fitness
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1954 BEDFORD Gurney-Nutting 31-seater luxury
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Bedford cord seats, certificate of fitness 1963.
1948 31-seater COMMERCIAL coach, good running con-
dition.

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(Supplement)

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lost, 18,000 gal.
s authority), 1,000 gal.
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rs endorsed "Transport
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PEARS,
Clerk and Solicitor.
844-1

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THE SUPPLY OF A
AL VEHICLES CON-
RS, SWEEPER, COV-
ERS. PEDESTRIAN
ENERAL PURPOSE
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Cleansing, 235 Genes
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ords "Tender-Surplus
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EMPLOYING 14 CU.

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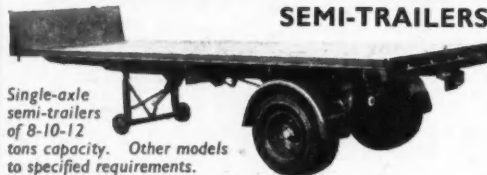
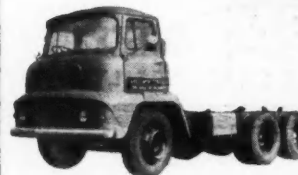
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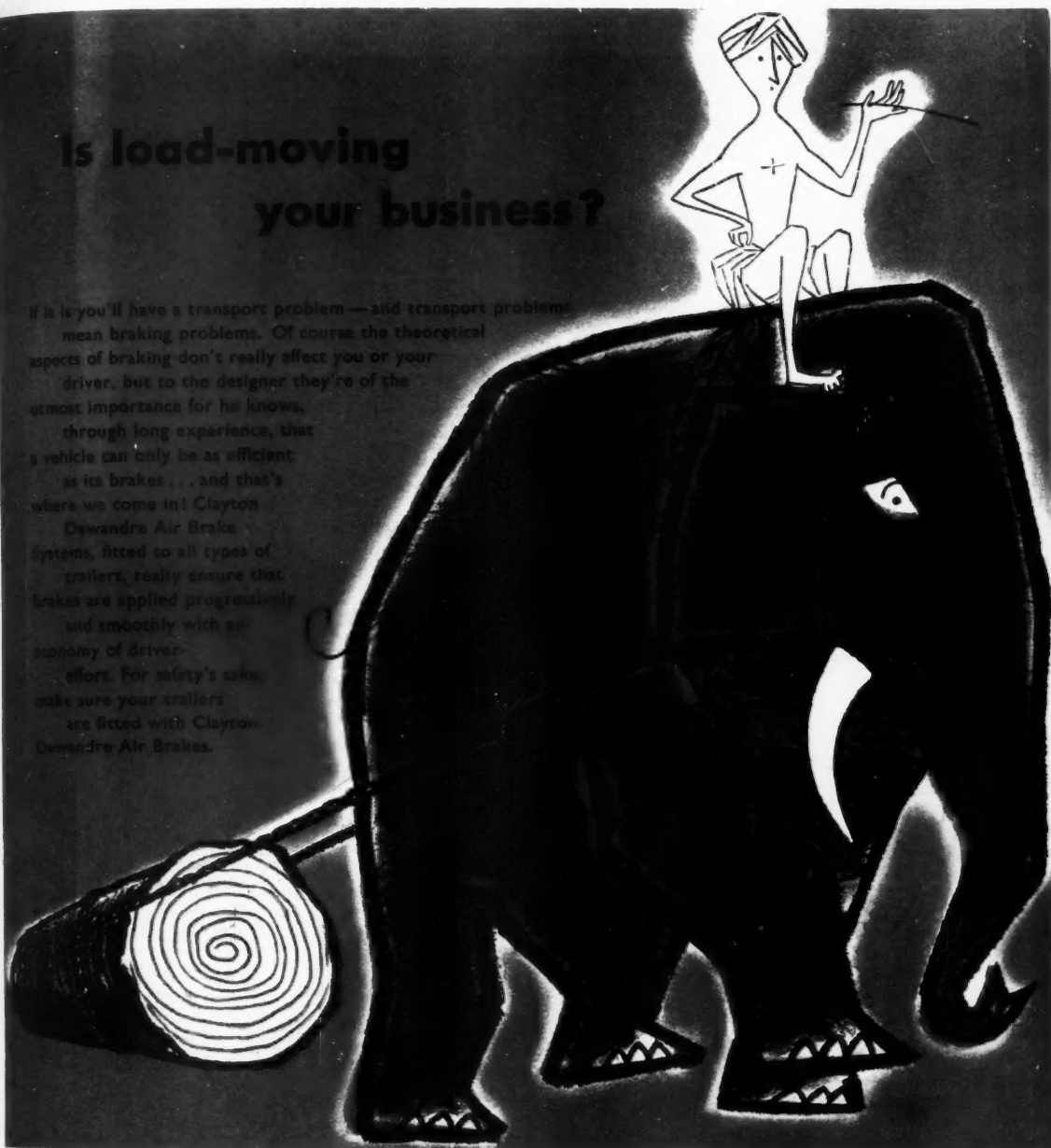
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